OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

239

AGENCY
NAME: ODOT Support Services

SERIES TITLE: Contracts

FIRST RECORD
ON REEL: Contract #9594

REDUCTION
RATIO: 21X

1983 NE 39th Ave.-NE 87th Ave. 9594
Sec., Col. R. Hwy. (grad, pav,
str, sign, ill, sig.) #5

9594 CL 1985-0114

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 31 1985
BARBARA ROBERTS
SECRETARY OF STATE

May 28, 1985

VSL Corporation
1077 Dell Avenue
Campbell, CA 95008

IN REPLY REFER TO
FILE NO.:
CON 5
#9594

Attention: James Burriss
Asst. Division Controller
Western Division

Gentlemen or Ladies:

This will acknowledge your letter dated May 21, 1985, filing a claim against the following Highway Division contract:

FILED BY:	VSL Corporation
AMOUNT:	$14,693.03
FOR:	Materials
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9594
PROJECT:	NE 39th Ave.-NE 87th Ave. (Banfield Transitway) Project, Columbia River Highway, Multnomah County
SURETIES:	The American Insurance Co. and Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the sureties, agent and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
6-3-85 Kjm

RECEIVED
JUN 03 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

American Insurance Co.
Attn: Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

Industrial Indemnity Co.
421 SW Sixth Avenue
Portland, OR 97204

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUN 03 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VSL Corporation

1077 Dell Avenue
Campbell, California 95008
Telephone 408/866-5000
Telex 5101004324

May 21, 1985

Robert Gormsen
Commission Service Section
State Highway Building
Salem, Oregon 97310

Reference: N.E. 39th Avenue - N.E. 87th Avenue
Columbia River Highway
Contract No. 9594

Dear Mr. Gormsen,

This letter of complaint is to serve notice that VSL Corp. has a claim against R. A. Hatch Company, the General Contractor for the above referenced project. VSL Corp. is working with United Steel to provide all post-tensioning materials. VSL's total claim amount ($14,693.03) represents the unpaid balance for post-tensioning materials supplied to the above referenced project for which the State of Oregon had paid R. A. Hatch.

Your attention into resolving this claim would be greaty appreciated.

Very truly yours,

VSL CORPORATION

James Burriss
Asst. Division Controller
Western Division

cc: Rick Jones, United Steel
Jerry Johnston, R. A. Hatch Co.

ST:227/jo

RECEIVED
MAY 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Atlanta, GA / Campbell, CA / Dallas, TX / Denver, CO / Honolulu, HI / Houston, TX / Los Gatos, CA (Corporate Office) / Los Angeles, CA / Miami, FL / Minneapolis, MN / Seattle, WA / Springfield, VA

9594

1

Richard T. Perry
ATTORNEY AT LAW

1515 Building
1515 S.W. 5th Avenue, Suite 1030
Portland, Oregon 97201

(503) 226-1234

COPY

May 16, 1985

American Insurance Company
P. O. Box 3825
Portland, OR 97208

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

Re: Surety on Contract No. 9594
Prime Contractor: R.A. Hatch Company
Subcontractor: Cascade Transit Constructors
Project: N. E. 39th Avenue to N. E. 87th Avenue
Banfield Transit Way
My Client: HCR, Inc.

Gentlemen:

On January 11, 1985, I filed a claim on behalf of my client, HCR, Inc. against the above-referenced Highway Division Contract. You were notified of the claim of lien by the Department of Transportation on January 25, 1985. My client has not yet received the amount due, $5,713.57.

I am now making demand on you as sureties for R.A. Hatch Company and Cascade Transit Constructors for the amount due of $5,713.57. If this amount is not in my office within 10 days of the date of this letter, my client intends to bring an action against the sureties. Please be advised that that action may contain a prayer for reimbursement for attorney's fees and interest on the above debt. I expect your prompt attention to this matter.

Very truly yours,

Richard T. Perry

RTP/vrf
cc: R.A. Hatch Company
State of Oregon/Commission Services
Peter Mozena

RECEIVED
MAY 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec. as claim already filed.

9594

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis, Finance/Govt.
General Counsel

DATE: April 9, 1985

FROM: Mary T. Feldbruegge, Collections
General Counsel

SUBJECT: Walter H. Anderegg, dba Meadowland Dairy

I would request that you contact me to discuss the Meadowland Dairy sewer reconstruction project. I am unable to determine from the file as to whether the relocation of the pipeline has been undertaken or is still in a state of limbo. I can find nothing in the bankruptcy file to indicate whether a cost has been expended or whether a proof of claim has been filed. I did review the bankruptcy file, which listed the Department of Transportation as a creditor for an unsecured claim without priority for approximately $15,000. You were also listed as a precautionary creditor, apparently for attorney fees. The file further indicated that the sewerline relocation project involved property in which the SBA had a security interest pursuant to a deed of trust. The bankruptcy file reflects that the SBA retained relief from the stay with regard to that property.

I would appreciate your prompt attention to this matter so that we may be sure that the Department of Transportation is adequately protected in the course of the bankruptcy.

MTF:cr:8

CL 1985-0061

9594

1

FILED
MAR 25 1985
BARBARA ROBERTS
SECRETARY OF STATE

COPY

March 21, 1985

SYRO Steel Company
P.O. Box 99
Centerville, Utah 84014

CON
#9594

Attention: J. A. Lewis
Credit Manager

Gentlemen or Ladies:

This will acknowledge your letter dated March 15, 1985, filing a claim against the following Highway Division contract:

FILED BY:	SYRO Steel Company
AMOUNT:	$9,352.10
FOR:	Glarefoil material
AGAINST (Prime contractor)	R. A. Hatch Company
SUBCONTRACTOR	Hopsing Construction Company
CONTRACT NO.:	9594
PROJECT:	N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Section, Columbia River Highway, Multnomah County
SURETY:	The American Insurance Company and Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the sureties, agent and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Company
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company
Attn: Bond Dept.
421 S.W. 6th
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

ED ON CARD
4-4-85 kjm

RECEIVED
MAR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SYRO STEEL COMPANY WESTERN DIVISION O BOX 99 CENTERVILLE, UTAH 84014 TELEPHO (801) 292-4481 HOME OFFICE: GIRARD, OHIO

SYRO

CERTIFIED
P 457 193 197
MAIL

CERTIFIED MAIL #457 193 197
RETURN RECEIPT REQUESTED

March 15, 1985

Oregon Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Robert Garnsen

Re: Contract 9594
R. A. Hatch Company-General Contractor
Hopsing Construction Co.-Sub Contractor
Syro Order 16-31403
Past Due Balance $9,352.10

Gentlemen:

This letter is to be considered our claim against the subject for the glarefoil material we furnished on 1/16/84 and 6/19/84.

We understand you will file this claim with the Secretary of State as well as furnish a copy to the surety.

We will advise you if we are paid. Thank you for your help in this matter.

Sincerely,

J. A. Lewis

J. A. Lewis
Credit Manager
Western Division

JAL/jmj

CC R. A. Hatch Company

Hopsing Construction Company

N. B. Folsom, Asst Secry & Credit Manager, Girard, Ohio

RECEIVED
MAR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9594

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

RECEIVED
MAR 22 1985
ATTORNEY GENERAL
SALEM, OREGON

NOTED
JACK L. SOLLIS

RECEIVED
MAR 21 1985
LEGAL

DATE: March 19, 1985

TO: JACK L. SOLLIS
Assistant Attorney General

FROM: RICHARD L. FLEMING R.L. Fleming
Utilities Specialist

SUBJECT: NE 39th Ave.-NE 87th Ave. Sec.
Columbia River Highway
Contract No. 9594
Multnomah County
MEADOWLAND DAIRY SIX-INCH PRESSURE SEWER

As you requested, following are charges for the construction of the six-inch temporary and permanent sanitary sewers for Meadowland Dairy on the subject project:

Bid Item No. 24	86.3 cu.yds. @ $3.00	$258.90
Bid Item No. 310	400 lin. ft. @ 12.00	4,800.00
Bid Item No. 311	618 lin. ft. @ 16.00	9,888.00
E.W.O. No. 2	(estimated)	529.38
E.W.O. No. 23	(billed to date)	2,336.75
E.W.O. No. 23	(estimated)	1,309.75
		$19,122.78

ebg

xc: Jack Cartwright
Al Harwood
Dave Jones

Contains Recycled Materials

SYRO STEEL COMPANY WESTERN DIVISION . BOX 99 CENTERVILLE, UTAH 84014 TELEPHON 01) 292-4461 HOME OFFICE: GIRARD, OHIO

SYRO

CERTIFIED MAIL #457 193 187
RETURN RECEIPT REQUESTED

March 7, 1985

CE..... CAE ..... RECEIVED LS....... TC.......
COE..... OM.....
OE .... SA....... CC.......
CA............... MAR 11 1985 FE .... CP *Br*
CAM .... CONSTRUCTION POC...............
EEO............... SECTION QCS...............
FILE. ....

Industrial Indemnity Company
421 S. W. 6th Ave.
Portland, Oregon 97204

Attention: Claims Department

Re: General Contractor: R. A. Hatch Company
SubContractor: Hopsing Construction Company
Project: Oregon Contract #9594
Syro Order: 16-31403
Past Due Balance : $9,352.10

Gentlemen:

On 2/21/85 we issued a demand for full payment from R. A. Hatch Company to be in our hands no later than 3/7/85 after numerous other attempts to get paid.

We have received no response; therefore, we must demand you payment of this balance by virtue of the bond in existence and in effect on the subject project. In support of this claim we are attaching copies of the following documents:

Their Purchase Order marked Exhibit "A"
Our Acknowledgment, front and back marked Exhibit "B"
Our invoices marked Exhibits "C" & "D"
The Bill of Lading marked Exhibits "CC" & "DD-1" & "DD-2"
A copy of the Contract Statement previously furnished.

An Oregon statute requires that public contracts contain a condition that the contractor shall make payment promptly to material suppliers and the surety bond is to provide that that condition is faithfully performed and also shall be conditional to make prompt payment to all persons supplying material to this contractor or his subcontractor for prosecution of the public work.

Accordingly, we anticipate your prompt payment of this claim. If there are any questions please feel free to call the writer.

3/13/85
I called Judy Lewis
+ she will file a
claim on this -
fran

Sincerely,

J. A. Le

J. A. Lewis
Credit Manager
Western Division

RECEIVED
MAR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JAL/jmj

CC: Hopsing Construction Company

CC: R. A. Hatch Company

CC: Oregon Dept. of Transportation
State Transportation Bldg.
Salem, OR 97310 (Attn: Construction)

CC: N. B. Folsom, Asst Secry & Credit
Manager, Girard, Ohio

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6986

9594

D'
~~5-1-85~~
6-1-85

RECEIVED
MAR 05 1985
LEGAL

March 4, 1985

Jack Sollis
Assistant Attorney General
Suite 113
Department of Transportation Building
Salem, OR 97310

RE: Meadowland Dairy Sewer Relocation/Walter Anderegg
Bankruptcy Case No. 383-01164

Dear Mr. Sollis:

Please be advised that this file was referred to me for monitoring of the bankruptcy case. The bankruptcy file reflects that the Department of Transportation was listed as an unsecured claimant without priority for approximately $15,000. You were also listed as a precautionary creditor, apparently for attorneys fees. The file reflects an asset bankruptcy with the potential interest in Clatsop County real estate, car and non-exempt wages.

According to correspondence in the bankruptcy file, the sewerline relocation project involved property in which the SBA had a security interest pursuant to a deed of trust. The bankruptcy file reflects that the SBA obtained relief from the stay. I would request that you contact me and advise me if in fact the work has been done, whether a proof of claim was filed if it has been done and if not, what the status of the relocation of the pipeline is.

Sincerely,

Mary T. Feldbruegge

Mary T. Feldbruegge
Assistant Attorney General

MTF:tsc:C

File

March 1, 1985

Mary T. Feldbruegge
AAG - DOJ - Collections

Walter Anderegg

This case originated as a chapter 11, which was filed on January 27, 1984. On February 14, 1984 it was converted to a chapter 7. The state agencies listed as creditors were the Department of Revenue, the Employment Division, Department of Transportation listed at a Milwaukie address and Jack Sollis as Assistant Attorney General.

The Department of Transportation was listed as an unsecured claim without priority for approximately $15,000. A precautionary was noted for Jack Sollis, apparently for attorney fees. Both the Department of Revenue and the Employment Division were listed for unknown priority amounts. An inventory and report of assets by the trustee indicated that there was a potential interest in Clatsop county real estate, a car and non-exempt wages.

According to correspondence in the file, the sewerline relocation project involved property in which the SBA had a security interest pursuant to a deed of trust. The bankruptcy file reflects that the SBA obtained relief from the stay.

MTF:cr:8

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy

7. DATE AUTHORIZATION EFFECTIVE 2/8/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avemue - NE 87th Avenue (Banfield)

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/24/85 and contingent upon modification of Project Agreement if additional funds are required, the revised costs for that portion of work approved 2/8/83 as Work Item C (48" connections) to a TC of $129,430.14; Federal Funds $110,015.50 is approved.

(Increase TC $66,570.14; Federal Funds $56,584.50)

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
2/14

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1985-0014

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

January 25, 1985

Mr. Richard T. Perry
Attorney At Law
1515 S. W. 5th Avenue Suite 1030
Portland, Oregon 97201

IN REPLY REFER TO
FILE NO.:

CON 5
#9594

Dear Mr. Perry:

This will acknowledge your letter of January 11, 1985, on behalf of HCR, Inc., filing a claim against the following Highway Division contract:

FILED BY: HCR, Inc.

AMOUNT: $5,713.57

FOR: Hydraulic repairs and materials

AGAINST (Prime contractor) R. A. Hatch Company

SUBCONTRACTOR Cascade Transit Constructors

CONTRACT NO.: 9594

PROJECT: N. E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway)

SURETIES: The American Insurance Company and Industrial Indemnity Company

AGENT: Corroon & Black of Oregon

We will advise the sureties and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

sep 1-31-85

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: R. A. Hatch Co.,
American Insurance Co.
Industrial Indemnity Co.

Secretary Of State
Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

731-0186

RICHARD T. PERRY
ATTORNEY AT LAW

1515 BUILDING
1515 S.W. 5TH AVENUE, SUITE 1030
PORTLAND, OREGON 97201

(503) 226-1234

January 11, 1985

State of Oregon
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Re: Banfield Light Rail Project

Dear Madam or Sir:

I represent HCR, Inc., a Washington Corporation who's address is 2901 Main Street, Vancouver, Washington, 98663. My client has been providing hydraulic repairs and materials to Cascade Transit Constructors, a subcontractor of R. A. Hatch Company, who is providing services under contract no. 9594 on the N. E. 39th Avenue to N. E. 87th Avenue section of the Columbia River Highway. The contract was let by Tri-Met to R. A. Hatch Company for the construction of the Banfield Light Rail Project. The registered agent for R. A. Hatch Company is Lyman C. Johnson, 835 N. W. Bond Street, Bend, Oregon, 97701. The sureties for R. A. Hatch are American Insurance Company, P. O. Box 3825, Portland, Oregon, 97208 and Industrial Indemnity Company, 421 S. W. 6th Avenue, Portland, Oregon, 97204. My client is continuing to provide services to Cascade Transit Constructors. Cascade Transit Constructors are presently in arrears on payments to my client in the amount $5,713.57. I understand from my telephone conversation with Karen of your office on January 10, 1985, that your office will file the required notices pursuant to ORS 279.526 and ORS 279.528 with Tri-Met the prime contractor and the contractor's surety companies. If you have any questions, please give my office call. Thank you for your courtesies and cooperation.

Very truly yours,

Richard T. Perry

RTP/vrf
cc: Peter Mozena

RECEIVED
JAN 14 1985

9374/

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 24, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENGR
JAN 25 '85
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act

SUBJECT: Cost Overrun
Water Facilities Relocation
Bureau of Water Works
City of Portland
N.E. 60th Avenue
N.E. Union Avenue - N.E. 87th Avenue
Utility Project
Columbia River Highway
Multnomah County
Project Nos. IX-68(4) & UMTA-OR-23-9001

NOTED
E. S. HUNTER

Reference is made to my letter of March 3, 1983, which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Works' water facilities and to your Letter of Approval and/or Authorization, dated March 8, 1983, which approved participation in the estimated cost of $62,860. Copies of my letter and your PR-1240 are attached.

The relocation of the water facilities has been completed and billings of cost, in the amount of $146,219.80, received. The relocation costs have been audited by our Accounting Section and adjustments were made. See attached copy of Audit Report. The final audited cost of $129,430.14 exceeds the estimated cost of $62,860 by $66,570.14 or 105.9%. The Bureau of Water Works, in a letter dated March 15, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The Bureau of Water Works has accomplished the work required to accommodate our highway construction, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $129,430.14 is requested.

JMC:jr
attachments

cc: ✓E. S. Hunter
Jack M. Cartwright
R. L. Fleming
Rich Evans
Pete Gonzalez

Form 734-3122

9594
.rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-29-84

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE See Below

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Revised authorization date for a portion of work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX☒ OTHER *(Specify)* See Below

13. REMARKS

PR 1240 dated 10/16/84 with authorization date of 9/5/84 is revised as follows:

"Utility adjustment for NE 68th Avenue and NE Halsey Street is authorized with an effective date of 8/29/84."

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

November 2, 1984

R. A. Hatch Co.
P. O. Box 6179
Bend, OR   97708

CON 3
#9752
#9877
#9594

Gentlemen or Ladies:

In checking our files, we note that insurance policies will expire on three of your contracts soon and one policy on three contracts will terminate on December 1, 1984.

The contracts involved are:

Contract No. 9752, Columbia River Bridge-S. E. Powell Boulevard Section of East Portland Freeway in Multnomah County,

Contract No. 9877, Linn/Lane County Line-California State Line Section of the Pacific and Eugene-Springfield Highways in Lane, Douglas, Josephine & Jackson Counties,

Contract No. 9594, N. E. 39th Ave.-N.E. 87th Ave. (Banfield Transitway) Section of the Columbia River Highway in Multnomah County,

The insurance policies are:

Underwriters of Lloyds Policy No. UL 5304 expiring December 31, 1984,

Mission National Policy No. MN029 712 expiring December 31, 1984,

Mission Policy No. MLA 0406383 will terminate on December 1, 1984.

We need a certificate to replace the policy which is terminating on December 1, 1984, for each of the above contracts. We would also need renewals for the two policies listed above for the three contracts.

The Certificates of Insurance should be mailed to: 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:slp
bc: Ed Hardt
James Gix (Please notify the Project Managers on the above.)
bbc: Roger Trygstad

rll

IX-68(4) and 12

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: UMTA-OR-23-9001

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy
[illegible]

7. DATE AUTHORIZATION EFFECTIVE: 6/11/82

8. FEDERAL ROUTE NUMBER: Primary 68

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK:
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/8/84 the approval date of 6/11/82 is granted to provide "pipe joint bonding" to all previously authorized water facility relocation. Work by the City of Portland, Bureau of Water Works forces is approved on an actual cost basis estimated to be $9,308.85; Federal Funds $7,912.52.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR

Info	Inv.	R/D	D.k	Sign	ac.	File

Orig to
10/18

14. DATE: 10/11/84

15. SIGNATURE OF APPROVING OFFICIAL: D. K.

16. TITLE: for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9594

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/84

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 10/3[illegible]/84 the revised costs are approved for the relocation of the Sanitary Sewer Level Monitoring Station by the City of Portland, Bureau of Environmental Services to a TEC of $4,822.71; Federal Funds $4,099.30.

(Increase TEC $430.20; Federal Funds $365.30)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENG
OCT 18 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. to
10/18

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9574

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rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-68(4) and
UMTA-OR-23-9001

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-16-84

4. PROGRAM NO.

5. ITEM NO.
10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/21/83

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 10/2/84 the revised costs for the City of Portland, Bureau of Water Works relocation of a 36 inch water main at NE 72nd Avenue are approved to a total cost of $32,211.21; Federal Funds $27,379.52. (F.O. #33)

(Increase TEC $18,429.21; Federal Funds $15,664.52)

The above approval is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STAT HWY ENG
OCT 18 '84
REFER TO
Potter
FOR
Info | Act

Orig. to
10/18

14. DATE
10/16/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Ho

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9574

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-16-84

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR
Info | Imme | R/O | | | |

Orig
10/18

7. DATE AUTHORIZATION EFFECTIVE 3/21/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 10/2/84 the revised costs are approved for the relocation of the City of Portland, Bureau of Water Works 36 inch water main at NE 72nd Avenue to a TEC of $39,435.84; Federal Funds $33,520.46. (F.O. #32)

(Increase TEC $18,963.84; Federal Funds $16,119.40)

The above approval is contingent upon modification of Project Agreement if additional funds are required.

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9574

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
OCT 18 '84
REFER TO Potter
Info Inve R/C

Orig to
10/18

7. DATE AUTHORIZATION EFFECTIVE 9/5/84	8. FEDERAL ROUTE NUMBER Primary 68	9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/1/84 this will confirm the advance approval date of 9/5/84 to proceed with the actual adjustments for the relocation of power poles by Pacific Power and Light Company on an actual cost basis estimated to be $1,742; Federal Funds $1,481.

The Agreement with Pacific Power and Light Company is approved.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Approval and participation of the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 10/11/84	15. SIGNATURE OF APPROVING OFFICIAL D. K Hossner	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
FOR
Info [illegible] R/W D.R Sign Act File

October 8, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Pipe Joint Bonding
Bureau of Water Works
City of Portland
NE Union Ave.-NE 87th Ave. Utility Project
Banfield Light Rail Project
Multnomah County
Project No. UMTA-OR-23-9001

Here is a copy of estimates of cost from the Bureau of Water Works to bond various pipe joints dated August 19, 1983, and a sketch showing the proposed bonding process.

Tri-Met has agreed to reimburse the Bureau of Water Works for the cost of the joint bonding. See attached letter dated May 10, 1984.

Copies of the relocation letters to the Bureau of Water Works were previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, evidenced above, under the provisions of PPM 30-4 and 30-4.1 is requested. The previously approved authorization dates for the relocation work will apply to this pipe joint bonding. Estimated cost to the State is $9,308.85.

JMC/GAP/nv
Enclosure
cc: √ E. S. Hunter
J. M. Cartwright
R. L. Fleming

9594

October 3, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Sanitary Sewer Level Monitoring Station Relocation
Bureau of Environmental Services
City of Portland
NE Union Ave-NE 37th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Reference is made to D. E. Swan's letter of October 8, 1982, which submitted an estimate of cost for the adjustment of the Bureau of Sanitary Engineering's sewer level monitoring station and to your Letter of Approval and/or Authorization, dated October 18, 1982, which approved participation in the estimated cost of $4,393. Copies of Mr. Swan's letter and your PR-1240 are attached.

The relocation of the monitoring station has been completed and a final billing of cost, in the amount of $4,822.71, received. The final cost of $4,822.71 exceeds the estimated cost of $4,392.51 by $430.20 or 9.79%. The adjustment required the removal and reinstallation of the power and telephone service which was not anticipated or included in the estimate of cost.

The Bureau of Environmental Services has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $4,822.71 is requested. This work is covered by OFW#15.

JMC/GAP/nv
Attachments
CC: √ E. S. Hunter
Rich Evans, Hwy. Acct.
J. M. Cartwright
R. L. Fleming

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

October 2, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
36-inch Water Main Relocation
Bureau of Water Works
City of Portland
NE 72nd Avenue Crossing (Highway Conflict)
NE Union Avenue-NE 87th Avenue Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Reference is made to D. E. Swan's letter of April 28, 1983, which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Works' 36-inch water main and related work and to your Letter of Approval and/or Authorization, dated May 5, 1983, which approved participation in the estimated cost of $20,472. Copies of Mr. Swan's letter and your PR-1240 are attached.

The relocation of the Bureau's water main has been completed and a final billing of cost, in the amount of $42,162.56, received. The final audited construction cost of $39,435.84 exceeds the estimated cost of $20,174.40 by $19,261.44 or 95.47%. The Bureau of Water Works, in a letter dated March 15, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $39,435.84 is requested. This work is covered by OFW#32.

JMC/GAP/nv
Attachments
cc: ✓E. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
R. L. Fleming

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

741

October 2, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
36-inch Water Main Relocation
Bureau of Water Works
City of Portland
NE 72nd Avenue Crossing (Light Rail Conflict)
NE Union Avenue-NE 87th Avenue Utility Project
Columbia River Highway
Multnomah County
Project No. UMTA-OR-23-9001

Reference is made to D. E. Swan's letter of April 28, 1983, which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Works' 36-inch water main and related work and to your Letter of Approval and/or Authorization, dated May 5, 1983, which approved participation in the estimated cost of $13,782. Copies of Mr. Swan's letter and your PR-1240 are attached.

The relocation of the Bureau's water main has been completed and a final billing of cost, in the amount of $34,368.43, received. The final audited construction cost of $32,211.21 exceeds the estimated cost of $13,781.04 by $18,430.17 or 133.74%. The Bureau of Water Works, in a letter dated March 19, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $32,211.21 is requested. The work is covered by OFW#33.

JMC/GAP/nv
Attachments
cc: ✓E. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
R. L. Fleming

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENG
OCT 3 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act

October 1, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Re-Adjustment
Pacific Power & Light Company
NE Halsey St. @ NE 39th Ave. & NE 68th Ave.
NE Union Ave.- NE 87th Ave. Utility Project
Columbia River Highway (I-84)
Multnomah County
Project No. IX-68(4)

Here is a copy of estimates of cost to readjust Pacific Power and Light Company's power poles dated September 19, 1984, and a sketch showing their proposed relocation.

The two power poles were previously relocated to accommodate the planned highway construction. As the highway project progressed, it became evident that certain design changes were required for traffic safety. The removal of a wall and supported ground at NE 39th Avenue and the revision of a curb return at NE 68th Avenue necessitates the re-adjustment of the two power poles. The design changes and resulting pole adjustments are in the best interest of traveling public and the highway project.

The conflict was not originally anticipated, therefore, Pacific Power and Light Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9(b(1)(b) of PPM 30-4 as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 5, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,742.

JMC/GAP/nv
Enc.
cc: √E. S. Hunter
J. M. Cartwright

September 27, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
Attention: C. T. Christianson

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Pole Re-Adjustment
Pacific Power & Light Company
NE Halsey St. @ NE 39th Ave. and NE 68th Ave.
NE Union Ave-NE 87th Ave. Utility Project
Columbia River Highway (I84)
Multnomah County
Project No. IX-68(4)

[illegible]

Dear Mr. Christianson:

Confirmation of your verbal authorization for Pacific Power & Light Company (PP&L) to proceed with the re-adjustment of two power poles in conflict with this project as of September 5, 1984, is requested. The poles are being re-adjusted to accommodate a change in construction which will provide better traffic safety in NE Halsey Street. An estimate of cost has been received from PP&L in the amount of $1742. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 5, 1984, is approved

C.T. Christianson
C. T. Christianson, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Paul Barnhart
R. L. Fleming
Pete Gonzales

RECEIVED
STATE HWY ENGR
OCT 2 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/11/84

RECEIVED
STATE HWY ENGR
SEP 4 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SENT COULTE

Mr. Al Harwood
Metro Operational Engineer
Oregon Highway Department
5821 NE Glisan
Portland, Oregon

Dear Mr. Harwood,

Regarding the construction of the Banfield Transitway between I205 and Union Avenue, what is going to happen when it rains? It would appear that the same hillside erosion that occurred last year will occur again this year since very little has been done to stabilize erodable slopes along the length of the project.

The construction contract wording required by the Federal Highway Administration, provides for the state engineer in charge of the project to take action to prevent serious soil erosion. Please refer the Supplemental Required Contract Provision "Temporary Project Water Pollution Control (Soil Erosion) Special Provision". $200,000 extra was spent to dump rock on unstable slopes near the Holiday Exit, why can't a much smaller amount be authorized to stabilize unstable slopes throughout the project with mulch, net and seeds or plants? When will catch basins be protected from eroding silt?

I beleive that the Oregon State Highway Department can lead the way in preventing environmental damage from soil erosion. You should be an example to other public construction agencies and engineers including Multnomah County, Washington County and Clackamus County who have responsibility for maintaining the county road systems in the Portland metropolitan area. Do you have examples that I could document where your agency has done an outstanding job of soil erosion control? Please do something on the Banfield!

I would like to have a copy of the original environmental impact statement or that part of it that refers to soil erosion control. In addition would you please send me a list of all current and proposed State Highway Projects in Multnomah County that involve extensive grading to me personally and to the East Multonomah County Soil Conservation District. At the same time please give me a list of additional work on the Banfield not bid in the original contract with a value over $50,000 per item. Thank you.

Sincerely yours,

cc Jane Cease, Ron Wyden, Region 10 Administrator Federal Highway Administration

JEROME K. FULTON

RECEIVED
FROM REGION (FIALA)
AUG 27 1984
OREGON DIVISION

August 17, 1984

Ram Steel Inc.
PO Box 5325
Salem, OR 97304

CON 5
#9594

Attention: Jerry Round
General Manager

Gentlemen:

Thank you for your letter of August 9 indicating that Buy Rite Fence has satisfied its obligations and there is no outstanding balance due.

This was in connection with a claim in the amount of $5,249.51 filed against R. A. Hatch Co., on Contract No. 9594 for work on NE 39th Avenue-NE 87th Avenue (Banfield Transitway) Project in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: The American Insurance Co.
Attention: Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

NOTED ON CARD
8-17-84 kjm

RAM STEEL INC.
992 7th ST. N.W. P.O. BOX 5325
SALEM, OREGON 97304

PHONE (503) 588-1311
TOLL FREE 1-800-452-7880

August 9, 1984

Department of Transporation
Room 121
Transporation Bldg.
Salem, OR 97310

ATTN: Bob Gormsen

Re: Oregon State Project #9594

Dear Sir:

I am happy to announce that Buy Rite Fence has satisfied it's obligations with Ram Steel Inc. and at this time (8-9-84) has no outstanding balance due.

Thank you for the assistance you have given us.

Jerry Rand

Jerry Round
General Manager

JR/ct

cc: Ron Lyman
Buy Rite Fence

RECEIVED
AUG 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) and UMTA-OR- 23-900

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-8-83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: N.E. Union Ave. - N.E. 87th Ave.

11. GENERAL DESCRIPTION OF WORK Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 8-6-84 I approve the revised costs for the City of Portland, Bureau of Water Works for the N.E. 60th Ave. Undercrossing to a TEC of $580,174.70 - Federal Funds $468,948.55.

(Increase TEC $1,441.01 - F.F. $1,224.86)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
AUG 15 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/14/84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 8, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-68(6)
39th - 87th Section, Contract 9594
Banfield Transitway - S/O No. 16
Columbia River Highway
Multnomah County

By letter dated April 16, 1984 Mr. Fredrickson has requested Federal participation in the costs of preparing legal defense in litigation filed against the Contractor, Tri-Met and State by an adjacent property owner regarding a Circle-K Store. Without knowing the nature of litigation (inverse condemnation, negligence, etc.), and since it is not, at this point, a "Contractor's" claim we do not wish to participate in costs at this time. We do acknowledge and confirm the date of February 27, 1984 as the time of advance notice of claim and hereby establish an eligibility date in the event we find grounds for participation at a later date.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (C O Fredrickson)
OSHD (G Potter)
UMTA (A Davis)

RECEIVED
STATE HWY ENGR
AUG 13'84
REFER TO
FOR
Info Inve R/D D.R. Sign Act File

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RECEIVED
STATE HWY ENGR
AUG 7 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

August 6, 1984

NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Sanitary Sewer Relocation Engineering
Bureau of Sanitary Engineering
City of Portland
NE Willow St. (NE 60th Ave.-NE 63rd Ave.)
NE Union Ave.-NE 87th Ave. Utility Project
Columbia River Highway
Project Nos.IX-68(4) & UMTA-OR-23-9001

Reference is made to my letter of September 28, 1983, which submitted partial billings of cost from the City of Portland's Bureau of Sanitary Engineering for engineering cost related to the sanitary sewer relocation in NE Willow Street, and to your Letter of Approval and/or Authorization, dated October 3, 1983, which approved participation in the cost to that date of $11,199.69. Copies of my letter and your PR-1240 are attached.

The relocation of the sanitary sewer has been completed and a billing for the balance of the engineering cost, in the amount of $1441.01, received. The total cost of engineering is $12,640.70. The Bureau of Sanitary Engineering has advised that the relatively high engineering cost incurred was due to the relocation work having to be accomplished during and in the midst of highway construction. Additional inspection was required because of walk, driveway and curb reconstruction to accommodate the sewer relocation work. The sewer relocation work required coordination to accommodate both highway construction and water main relocation work.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Sanitary Engineering has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement, for their engineering costs.

Your approval of federal participation in the final relocation engineering cost of $12,640.70 is requested.

JMC/GAP/nv
Attachments

cc: ✓E. S. Hunter, J. M. Cartwright, R. L. Fleming, Rich Evans, Hwy. Acct.

RECEIVED
STATE HWY ENGR

JUL 31 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 30, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
NE 60th Ave.
NE Union Ave-NE 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4) & UMTA-OR-23-9001

NOTED
E. S. HUNTER

Reference is made to my letter of March 3, 1984, which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Work's 48-inch water main in the NE 60th Avenue and to your Letter of Approval and/or Authorization, dated March 8, 1983, which approved participation in the estimated cost of $273,919. Copies of my letter and your PR-1240 are attached.

The relocation of the 48-inch water main has been completed and a final billing of cost, in the amount of $289,895.00, received. The final contract cost of $289,895 exceeds the estimated cost of $273,919 by $15,976 or 5.83%. The approved amount of $273,919, was based on the Bureau's estimate of cost. The work was let to a low bid contract for $291,125.90. A copy of the low bid (by items), tabulation of bids and the State's concurrance in the acceptance of the low bid are attached.

Note that the cost incurred under Bid Items No. 7 and No. 8 have been transferred to another project. Bid Items No. 10 and No. 11 were not used as Bid Item No. 12 was found to be an acceptable replacement. Bid Item No. 14 was not used.

The cost overrun is due to a 10 percent overrun of Item No. 1, Excavation and three Change Orders. Copies of the Change Orders are attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Water Works has accomplished the work required to accomodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $289,895.00 is requested.

JMC/GAP/nv cc: E. S. Hunter, J. M. Cartwright, R. L. Fleming
Attachments Rich Evans, Hwy. Acct.

1-84

ROAD DESIGN SECTION

DES 16

Jerry Backstrand
Bridge Design Engineer

July 13, 1984

Donald R. Adams, P.E.
Final Design Engineer

N.E. 39th Ave - N.E. 87th Ave. Section
Columbia River Highway
Multnomah County
Contract No. 9594

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is a cross-section of the required location. A structure mount is required for each of signs 6 and 7 to be mounted on the Grand Avenue Structure as shown on sheet number 2G of the project plans. The signs require 250 watt mercury luminaires. Apparently, structure mount designs for these signs were not included in project plans. However, I would appreciate a check of your files to determine whether a previous design was done.

AA:bn
Atch.

bcc: Andy Anderson

SC

7-14

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68 (4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
.FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the City of Portland's Bureau of Water Works water facility relocation as requested by Mr. Potter's letter of 6-28-84 on an actual cost basis estimated at $16,736 - F.F. $14,226. This work is in addition to the work previously authorized for relocation of Water facilities between N.E. 40th Ave and N.E. 87th Ave. (OFW #18)

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO Potter
FOR
Info Inves R/W D/R Sign Act File

orig. to
7/12

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#/ 174/

t

RECEIVED
STATE HWY ENGR

JUL 5 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 3, 1984

Jerome K. Fulton
Board Member
East Multnomah County Soil
  Conservation District
1812 NE 45th
Portland, OR   97213

replied #7513 7/11 6-5

This is in response to your letter concerning erosion control standards on highway construction projects, port, irrigation and drainage projects, and operations of the State Forestry Department.

You expressed specific concerns with regard to soil erosion on the Banfield project. All contracts for highway construction in the State of Oregon contain provisions requiring actions by the contractor to mitigate water pollution due to soil erosion. Highway contracts limit the amount of area the contractor can open up at any one time for construction, and require the contractor to develop a schedule that will minimize erosion and water pollution in those areas where active construction is under way.

The nature of highway construction requires that relatively large areas be opened up that are susceptible to erosion, and for which many of the normal erosion control measures utilized in the agriculture industry are not effective. Ideally, we would schedule these phases of work so that they would occur during the summer months and be completed early enough to allow ground cover to be in place before the winter rains commenced.

Even under the best of conditions, however, we recognize that erosion will occur. Therefore, our contract requirements are written to minimize the amount of eroded material that is allowed to reach the waterways. This is achieved through various techniques, including construction of settling ponds, erection of dams made of straw bales or other porous material that will allow passage of water but block the passage of the sediment the water carries, covering of erodable soil with mulch or fabric material to minimize erosion, chemical treating of erodable slopes, and various other techniques.

On the Banfield project, the most effective technique, that of stopping work during the rainy season, was not an option due to the short time given to complete the project. Also, due to the limited work space most of the area that is opened up is repeatedly disturbed and stirred up, making it more susceptible to erosion. This year has been a particularly bad year for us because rains of faily heavy intensity seem to keep recurring through what is normally a reasonably dry time of year.

Your observations are correct that the most serious erosion problem exist between 33rd and 47th. East of 47th the soils are more granular and less susceptible to erosion. Even between 33rd and 47th, however, in terms of area, there is not a great deal exposed and, while erosion in some locations was quite severe, it is our estimate that the actual material lost is in the tens of cubic yards rather than in the thousands of cubic yards.

To answer your two separate questions, then, on highway construction: yes, the contractor has been performing according to the contract signed and approved by the State Highway Division; and, yes, Oregon does have soil erosion control standards that are applied to state highway construction projects and contracts.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Hwy ✓

RECEIVED
JUN 13 1984
[illegible]

5

0 2606

1812 ne 45
Portland, Oregon 97213
June 11, 1984

Governor Victor Atiyeh
State Capitol
Salem, Oregon

Dear Governor Atiyeh:

Soil erosion from the Banfield Transitway construction appears to be a very serious problem. Would you please explore the following questions?

1. Is the contractor performing according to the contract signed and approved by the State Highway Department?

2. Does Oregon have soil erosion control standards that are applied to all state highway construction projects and contracts?

3. Does Oregon have soil erosion control standards that are applied to port, irrigation, and drainage projects?

4. Does Oregon have soil erosion control standards that are applied to the operations of the State Forestry Department?

The specific situation that is worthy of your attention is the transitway construction between 33rd and 47th on I-84 in the City of Portland. It appears that thousands of cubic yards of silt may have reached local waterways.

Sincerely yours,

Jerome K Fulton

Jerome K. Fulton
East Multnomah County
Soil Conservation District
Board Member

JKF/mwf

cc: OREGONIAN City Desk
Mayor Frank Ivancie
County Excutive Dennis Buchanan
Jane Cease, State House of Representatives
Jim Gardner, State Senator

RECEIVED
STATE HWY ENGR
JUN 19 '84
REFER TO
E. Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

aj
6/20
due
6/27

WES

RECEIVED
DOT DIRECTOR
JUN 15 '84
REFER TO
Bell
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

JUN 14 1984

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 28, 1984

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
JUN 29 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
(Hoyt St. NE 56th Ave-NE 58th Ave.)
NE Union Ave.-NE 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of a supplemental estimate of cost to adjust the City of Portland Bureau of Water Work's facilities dated July 21, 1983, and a sketch showing their proposed relocation. This work is being added to the miscellaneous water relocation work between NE 40 Avenue and NE 87th Avenue.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen had been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 23, 1983, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $16,736. This work will be added to OFW No. 18.

JMC/GAP/nv

Enc.
cc:✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

[illegible]

7. DATE AUTHORIZATION EFFECTIVE 9/13/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

RECEIVED
STATE HWY ENGR
JUL 2 '84
REFER TO
Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6/19/84 I approve the revised costs for the 16 inch water main relocation by the City of Portland, Bureau of Water Works to $13,891.70; Federal Funds $11,807.94.

(Increase TEC $8,514.70; Federal Funds $7,237.94)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

14. DATE 6/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-68(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
6/26

7. DATE AUTHORIZATION EFFECTIVE
3-26-84

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:

N.E. 39th Ave - N.E. 87th Ave

11. GENERAL DESCRIPTION OF WORK

Furnish and install 21 AC isolators in Traffic controllers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3-26-84 as requested in Mr. Fredrickson's letter of 5-18-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 15 is approved for TEC of $1,155 Federal Funds $982.

14. DATE
6/22/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9-92 Pla 7

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U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-68(4)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
10030

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

Copy
#9513

7. DATE AUTHORIZATION EFFECTIVE
5-1-84

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
NE. UNION AVENUE - NE. 87th AVENUE

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of May 25, 1984, this will confirm the advance approval date of May 1, 1984, contingent upon modification of Project Agreement if additional funds are required, to proceed with the inspection of the 48-inch water main (in lieu of relocation) on an actual cost basis estimated to be $7,592 - Federal Funds $6,453 by City of Portland, Bureau of Water Works.

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENG.
JUN 15 '84
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Other | Act

Orig. to 6/15

14. DATE
6-8-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9594

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

May 31, 1984

Union Indemnity Insurance Co.
c/o Northwest Bonding Agency
P.O. Box 1448
Beaverton, OR 97075

FILE HERE

Attn: Dennis V. Gilbert

Re: Buy-Rite Fence Co.
OSHD Contract 9594 (NE 39th-NE 87th, Portland, OR)
Bond No.: UI52263

Gentlemen:

Enclosed is a copy of a claim filed against us and our bonding company by Ram Steel, Inc., one of the suppliers to Buy-Rite Fence on this project. The amount claimed is $5,249.51. Please acknowledge receipt and handle as appropriate to protect our interests.

Yours truly,

R.A. HATCH CO.

Gerald B. Johnston
Controller/VP

GBJ:lst

enclosure

cc: Corroon & Black of Oregon
Attn: Jim Darby

Robert W. Gormsen
Commission Services
Oregon State Highway Division

RECEIVED
JUN 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed -
no resp nec.

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy
9513

7. DATE AUTHORIZATION EFFECTIVE 3/11/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 5/15/84 and contingent upon modification of Project Agreement if additional funds are required, I approve the revised costs for the Hazelwood Water District's water facilities at the Glisan Street structure to a TEC of $9,869.63. (SFO #7)

(Increase TEC $3,926.99)

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

14. DATE 5/30/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

May 25, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTN: C. T. Christianson, Area Engineer

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Relocated Pipe Inspection
Bureau of Water Works
City of Portland
NE 60th Ave. Pipeline Crossing
NE Union Ave.-NE 87th Ave.
Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

NOTED
E. S HUNTER

RECEIVED
TECHNICAL SERVICES
MAY 30 '84
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Reference is made to my letter of April 9, 1984, which submitted an estimate of cost for materials, labor and equipment required for the inspection of the 48-inch water main in the NE Willow Street at NE 60th Avenue and to your letter of April 25, 1984, which advised that the estimated costs were not eligible as a utility adjustment under IX-68(4).

Paragraph 3 of my letter, indicated that the inspection work was not originally anticipated. Further review of the files indicates that this statement was not entirely true. The protection of the 48-inch water main was anticipated and is included as a note on Drawing No. 37577 of the NE 39th Ave.-NE 87th Ave. Section project plans. The protection of the 48-inch water main is directly related to the Bureau of Water Works' removal and relocation of its 30-inch water main conduit tunnel by the State's contractor. The construction of a retaining wall along Willow Street and the construction of the south bent of the NE 60th Avenue structure, also necessitated the protection of the 48-inch water main. The protection of the 48-inch water main was deemed to be more economical than any attempt to relocate the water main to accommodate the highway construction.

The 48-inch water main is concrete lined and any small deflection in the line would result in cracks in the concrete lining. The only way to insure that the pipe had not been damaged was to inspect the inside of the pipe for cracks in the concrete lining after all the relocation and construction work had been completed in the vicinity of the water main. The work involved in preparing the pipe for inspection and the inspection of the pipe is specialized work that could only be done by the Bureau of Water Works personnel.

The backfilling of the excavation by the State's contractor, which prevented exterior examination of the pipe did not create the necessity for interior inspection, but changed the method of exterior inspection. It is the State's opinion that the inspection of the 48-inch water main is a part of the overall relocation work required to accommodate the highway construction.

The materials included in the Bureau of Water Work's estimate are for the installation of a temporary metering device to check for leakage in the 48-inch pipe. The 5% stock handling charge is acceptable to the State. The 15% overhead charge included in the Bureau of Water Work's estimate is a standard overhead charge applied to all Bureau of Water Works' work.

Your approval of the actual cost agreement for utility relocation work and confirmation of the verbal authorization to proceed as of May 1, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,592.00.

JMC/GAP/nv
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

May 25, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

NOTED
E. S. HUNTER

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Relocated Pipe Inspection
Bureau of Water Works
City of Portland
NE 60th Ave. Pipeline Crossing
NE Union Ave.- NE 87th Ave.
Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

RECEIVED
TECHNICAL SERVICES
MAY 31 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dear Mr. Christianson:

Confirmation of your verbal authorization for City of Portland's Bureau of Water Works to proceed with the inspection of their 48-inch water main in NE Willow Street at NE 60th Avenue as of May 1, 1984, is requested. An estimate of cost has been received from the Bureau of Water Works in the amount of $7592. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost. *

Advanced authorization date of
May 1, 1984 is approved

C. T. Christianson, Area Engineer

*May be Construction Engineering

JMC/nv
~~cc:~~ E. S. Hunter
W. F. Cobine
E. L. Hardt
Dave Jones
R. L. Fleming
Pete Gonzalez

RECEI
MAY 30 1984
RR & UTILITY UNIT

9594
CL 84-92

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 25 1984
NORMA PAULUS
SECRETARY OF STATE

May 23, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9594

Ram Steel, Inc.
P.O. Box 5325
Salem, OR 97304

Attention: Jerry Round
General Manager

Gentlemen:

This will acknowledge your letter dated May 10, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Ram Steel, Inc.
AMOUNT:	$5,249.51 (Principle & interest)
AGAINST (Prime contractor)	R. A. Hatch Co.
SUBCONTRACTOR:	Buy-Rite Fence Co.
CONTRACT NO.:	9594
PROJECT:	NE 39th Avenue-NE 87th Avenue (Banfield Transitway) Columbia River Highway, Multnomah Co.
SURETY:	The American Insurance Co. and Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the sureties, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
5-30-84 kjm

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

Industrial Indemnity Co.
421 SW 6th
Portland, OR 97204

EoOroBox&8898ck of Oregon
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

RAM STEEL INC.
992 7th ST. N.W. P.O. BOX 5325
SALEM, OREGON 97304

PHONE (503) 588-1311
TOLL FREE 1-800-452-7880

May 10, 1984

Dept. of Transportation
Room 121 Transportation Bldg.
Salem, OR 97310

Attn: Bob Gormsen

Re: Oregon State Project #9594

Dear Sir:

We currently have an unpaid claim against Buy-Rite Fence Co. who did subcontracting work for the R.A. Hatch Co. on your project # 9594. The amount is $5249.51 (principle and interest) as of April 16, 1984. This claim goes back to May/1983.

Thank you for any assistance you can give us.

Jerry Round
Jerry Round
General Manager

cc: Ron Lyman

RECEIVED
MAY 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9594

May 23, 1984

CON 5
#9594

Capital Enterprise & Engineering Corp.
4357 Orchard Hts. Road
Salem, OR 97304

Attention: Edward T. Gossack
President

Gentlemen:

Thank you for your letter of May 10, 1984, withdrawing your claim against H & H Electric, Inc.

You state this is in reference to the R. A. Hatch Co., Contract No. 9594 for work on N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Project in Multnomah County.

This information will be noted in our records and we will advise the sureties and the contractor.

Sincerely,

ED
5-24-84 BK

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
121 SW Salmon St., Suite 900
Portland, OR 97204

Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th
Portland, OR 97204

Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

May ,10,1984

Oregon State Highway Division
Commission Secretary
Highway Building
Salem, Oregon 97310

Subject: OSHD Contract #9594
N. E. 39th - N.E. 87th (Portland)

Reference: Our letter dated May 7,1984

Sir:

We have received a substantial payment from H & H Electric on our Invoice #402-55 om 5/9/84. The payment was evidently in the mail at the same time as our letter of May 7.

We hereby withdraw our claim on this invoice.

Sincerely,

E T Gossack

Edward T. Gossack
President

cc: H & H Electric Inc
R. A. Hatch Co.
American Insurance Co.
Industrial Indemnity

RECEIVED
MAY 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9594

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 15, 1984

RECEIVED
STATE HWY ENGR
MAY 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

R. A. Hatch Co.
P.O. Box 6179
Bend,OR 97708

ATTN: Gerald B. Johnson
Company EEO Officer

RE: NE 39th Ave.-NE 87th Ave.
FAP No. IX-68(6)
Contract No. 9594
EEO/MBE Compliance Review

To confirm my May 15, 1984 telephone conversation with Don Rapaich, an Equal Employment Opportunity/Minority Business Enterprise compliance review of your organization will be held on May 31, 1984. This review will be held at 1:30 p.m. in your project office at 1040 NE 44th St. in Portland. The Oregon State Highway Division will conduct the review and invite representatives from the Federal Highway Administration to attend.

Please have the following information available at the review:

1. Monthly consolidated Employment Utilization Reports (CC 257's) from June 1983 through May 1984.

2. List of all new hires by name, race, sex, date employed, date terminated, and craft.

3. List of trainees and/or apprentices in contract required training positions by name, race, sex, date employed, date terminated, craft and hours of training for each employee.

4. List of subcontractors and material suppliers showing dollar amount of agreements and MBE status, as appropriate.

5. Copies of written notices and documented efforts to employ minorities and women from referral sources to meet contract workforce goals.

After reviewing your records and your compliance with all phases of the EEO/MBE contract requirements, I will inspect the project and may interview employees.

EJH

If you have any questions, please feel free to contact me at 373-7213.

Very truly yours,

J. L. Wid

J. L. Widmer, Compliance Officer
EEO/MBE & Labor Compliance

JLW:cb

bc: Dale E. Wilken
~~H. S. Coulter~~
E. L. Hardt
Dave Jones

EEJ/L10

9594

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 15, 1984

RECEIVED
STATE HWY ENGR
MAY 17 '84
REFER TO
Schwartz
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

Cpy. to
5/21/84
jc

Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, OR 97062

ATTN: Richard Hatch
Project EEO Officer

RE: NE 39th Ave.-NE 87th Ave.
FAP No. IX-68(6)
Contract No. 9594
Compliance Review Findings

Gentlemen:

As a result of the Compliance Review held in your Tualatin office on April 24, 1984, you have committed your firm to the attached Corrective Action Plan.

As agreed, this plan will address the under-utilization of work hours for minorities in the Operating Engineer, Cement Mason and Ironworker crafts and females in the Operating Engineers, Laborers, Cement Mason and Ironworker crafts.

With your commitment to take the corrective actions as stated in your Corrective Action Plan, your firm has been found to be in compliance with the Equal Employment Opportunity requirements of this contract.

A follow-up review will be conducted within 90 days.

Sincerely,

J. L. Widmer, Compliance Officer
EEO, MBE & Labor Compliance

JLW:cb

bc: Dale E. Wilken w/att. (3)
H. S. Coulter
W. E. Schwartz
E. L. Hardt
Dave Jones

Form 734-3122

ESH

9574 CL 84-87

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 15 1984
NORMA PAULUS
SECRETARY OF STATE

May 11, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9594

Capital Enterprise & Engineering Corp.
4357 Orchard Hts. Road
Salem, OR 97304

Attention: Edward T. Gossack
President

Gentlemen or Ladies:

This will acknowledge your letter dated May 7, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Capital Enterprise & Engineering
AMOUNT:	$64,250
FOR:	Materials
AGAINST (Prime Contractor)	R. A. Hatch Co.
SUBCONTRACTOR:	H & H Electric Inc.
CONTRACT NO.:	9594
PROJECT:	NE 39th Ave.-NE 87th Ave. (Banfield Transitway) Columbia River Highway, Multnomah County
SURETY:	The American Insurance Company and Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the sureties and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
5-17-84 kjm

RECEIVED
MAY 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: The American Insurance Company
Industrial Indemnity Co.
R. A. Hatch Co.
Corroon & Black of Oregon

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

May 7,1984

Oregon State Highway Division
Commission Secretary
Highway Building
Salem, Oregon 97310

Subject: OSHD Contract #9594
N.E. 39th - N. E. 87th (Portland)

Sir:

In accordance with Section 107.28 of the Standard Specifications for Highway Construction - 1974, we are placing a claim for a past due invoice for materials on this project.

Capital Enterprise & Engineering Corp is a material supplier to H & H Electric Inc. which is a sub-contractor to R. A. Hatch Co on this project. It is our policy to make claims when invoices go beyond 90 days.

We have an outstanding invoice #402-55 dated 2/2/84 to H & H Electric Inc for the amount of $64,250.00. This is for control equipment delivered to the OSHD Testing Lab on 1/30/84.

We understand that payments for materials on hand are delayed many weeks as a result of not being classified as "on hand" until the control equipment has been tested. We would like to suggest that this policy be reviewed to avoid extensive delays in payment.

On this particular project, we understand that testing was delayed for 16 days for the purpose of instituting a change which was not a part of the contract. This resulted in one month delay of material on hand payment to the contractor for this invoice.

This becomes rather expensive for the contractors and suppliers. It ultimately becomes more expensive for the State.

Sincerely,

E. T. Gossack

Edward T. Gossack
President

cc: H & H Electric Inc
R. A. Hatch Co.
American Insurance Co.
Industrial Indemnity

RECEIVED
MAY -9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4594

Noted HS

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

April 25, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IX-68(4) X-Ref: IX-68(6)
Union Avenue - 87th Avenue
Banfield Transitway
NE 60th Avenue Pipeline Crossing

We have reviewed Mr. Potter's April 9, 1984 request for approval of reimbursement to the City Water Bureau for inspection of operations in connection with this pipe crossing. It appears that a portion of this cost should be born by the contractor for failure to schedule his operations to allow proper and timely inspection by the City. The remainder is considered Construction Engineering under the responsibility of OSHD.

The costs are not eligible as a utility adjustment under IX-68(4). That portion that is construction engineering should be appropriately charged to project IX-68(6), 39th to 87th. We have no objection to this engineering service being performed by the City. Please note that the 15 percent overhead and 5 percent stock handling are not reimbursable engineering costs.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (J Cartwright)

RECEIVED
STATE HWY ENGR
APR 27 '84
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

cys Swartz
Ed Hardt
5-14

cy Hunter

ROW 18-4

April 9, 1984

RECEIVED
TECHNICAL SERVICES
APR 12 '84
REFER TO
FOR

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NAL SIGNED BY
Y A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Relocated Pipe Inspection
Bureau of Water Works
City of Portland
NE 60th Ave. Pipeline Crossing
NE Union Ave - NE 87th Ave Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to inspect the relocated 48-inch water main crossing at NE 60th Ave., dated November 22, 1983, and a sketch showing the relocated pipeline. A letter of explanation from the Water Bureau is enclosed.

A certification prepared by Richard L. Fleming as to the Bureau's rights in the land occupied by their facilities is in our files.

The inspection work was not originally anticipated. The Highway Division was advised verbally of the work as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed inspection of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,592.

JMC/GAP/nv
Encl.
cc: E. S. Hunter
J.M. Cartwright
R. L. Fleming

9594

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1984

In Reply Refer to
File No.:

U. S. Department of Labor
Wage and Hour Division
909 First Ave., Room 3032
Seattle, WA 98174

Attn: W. J. Olson
Ass't. Regional Administrator

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 3 '84
REFER TO
FOR
Info Inves R/D O/R Sign Act File

Re: NE 39th Ave.-NE 87th Ave.
FAP No. IX-68(6)
Contract No. 9594
Davis-Bacon Act and Contract Work Hours and
Safety Standards Act Violations

Your letter dated February 10, 1984, transmits a claim by Mr. Dan Brooks stating an underpayment of wages on the above project.

Our investigation has shown an underpayment of $2,149.96 for wages including overtime pay, and $681.55 underpayment of fringe benefits.

On March 5, 1984, proper payment was made to Mr. Brooks. Corrected certified payrolls and copies of cancelled checks have been submitted to confirm payment.

Liquidated damages in the amount of $80.00 are being assessed for the eight instances of overtime violations.

The violating contractor, Pilcher Excavation, is no longer active on this project.

Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

COF:JWL:mk

bc: Glenn Hossner
H. S. Coulter
W. E. Schwartz

Jack Sollis
E. L. Hardt
Dave Jones

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 3, 1984

The Honorable Robert Packwood
1220 SW Third, Room 385
Portland, OR 97204

Re: NE 39th Ave.-NE 87th Ave.
FAP No. IX-68(6)
Contract No. 9594
Mr. Daniel Brooks
Wage Violations

Dear Senator Packwood:

Our investigation of Mr. Daniel Brooks' complaint concerning underpayment of wages and fringe benefits is complete.

An underpayment of $2,149.96 in wages, including overtime pay, and $681.55 underpayment of fringe benefits was found.

The contractor was notified of our findings and on March 5, 1984 made proper payment to Mr. Brooks. Corrected certified payrolls and copies of cancelled checks have been furnished as proof of payment.

Liquidated damages for the overtime violations has been assessed.

The violating contractor, Pilcher Excavation, is no longer active on this project.

Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

bc: H. S. Coulter
W. E. Schwartz

COF:JLW:mk

1983 NE 39th Ave.-NE 87th Ave. 9594
Sec., of Col. R. Hwy. (Grad.,
pav., struct, sign, illu., sig.) #4

9594

F

March 23, 1984

Western-Pacific Construction Materials Co.
3510 SW Bond
Portland, OR 97201-4594

CON 5
#9594

Attention: Mark D. Connelly
Credit Manager

Gentlemen:

Thank you for your letter of March 13, 1984, advising us that your claim has been settled in full against Buy-Rite Fence Co.

You state this is in reference to the R. A. Hatch Co., Contract No. 9594 for work on the NE 39th Avenue-NE 87th Avenue (Banfield Transitway) Project in Multnomah County.

This information will be noted in our records and we will advise the sureties, agent and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: The American Insurance Co.
121 SW Salmon Street, Suite 900
Portland, OR 97204

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

Industrial Indemnity Co.
421 SW 6th Avenue
Portland, OR 97204

R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

NOTED ON CARD
[illegible]

FKN:km

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

March 13, 1984

Mr. R.W. Gormsen
Dept. of Transportation
121 Transportation Building
Salem, OR 97310

Re: Contract No: 9594
Prime Contractor: R.A. Hatch Co.
Subcontractor: Buy-Rite Fence Co.

Dear Mr. Gormsen:

The referenced claim has been settled in full and we satisfy and release all claims against Buy-Rite Fence Co. and their surety.

Best Regards,
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
(a division of Riedel International, Inc.)

Mark D Connelly

Mark D. Connelly
Credit Manager

MDC/mo

RECEIVED
MAR 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
ROVOR DRILLING CO.
WILLAMETTE-WESTERN CO.
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC PILE DRIVING CO.
WESTERN-PACIFIC PAVING & CONSTRUCTION CO.
WESTERN TUG & BARGE CORP.
WORLD SECURITY SERVICES CO.

RECEIVED
MAR 22 1984
LEGAL

UNITED STATES BANKRUPTCY COURT

FOR THE DISTRICT OF OREGON

In re

ANDEREGG, WALTER H.
(general partner of Walter
H. Anderegg & Sons, an Oregon
partnership dba Meadowland Dairy,
and Dahlia Dairy, an Oregon partnership)

Debtor(s)

Case No. 384-00281 (7)

Employer ID#
SS#(H) 542-38-5958
SS#(W)

NOTICE OF ORDER CONVERTING A CHAPTER 11 CASE TO A CHAPTER 7 CASE COMBINED WITH ORDER AND NOTICE OF MEETING OF CREDITORS AND AUTOMATIC STAY

YOU ARE NOTIFIED THAT:

1. On January 27, 1984 ,relief was ordered for the above named debtor(s) under Chapter 11 of Title 11 of the United States Code (U.S.C.).

2. On February 14, 1984 , for good cause, this case was converted to a liquidation case under Chapter 7 of Title 11 of U.S.C. and designated person(s) were ordered to file with the Court the documents required of a debtor and debtor-in-possession.

3. Ronald A. Watson
1000 Jackson Tower, 806 S.W. Broadway, Portland, OR 97205
was appointed as interim trustee of the estate of the above named debtor(s).

IT IS ORDERED AND NOTICE IS HEREBY GIVEN that:

A. A MEETING OF CREDITORS pursuant to 11 U.S.C. §341(a) SHALL BE HELD at 9:30 AM on April 12, 1984 - THURSDAY in Hearing Room #4, 9th Floor Orbanco Building, 1001 S.W. Fifth, Portland, Oregon 97204 .

B. THE DEBTOR SHALL APPEAR in person (or, if the debtor is a partnership, by a general partner, or if the debtor is a corporation, by the designated person) at that time and place for the purpose of being examined.

C. [IF THE DEBTOR(S) ARE INDIVIDUALS] Complaints objecting to either the DISCHARGE of the debtor(s) OR the DISCHARGEABILITY of a debt pursuant to 11 U.S.C. §523(c) must be filed within 60 days of the date set for the Meeting of Creditors in paragraph A above.

If no complaint objecting to the debtor's discharge is filed within the time fixed in subparagraph 3 above, the debtor(s) will be granted a discharge. If no complaint to determine the dischargeability of a debt under clause (2), (4), or (6) of 11 U.S.C. §523(a) is filed within the time fixed in subparagraph 3 above, the debt may be discharged.

D. The meeting may be continued or adjourned from time to time by notice at the meeting without further written notice to creditors.

E. At the meeting, the creditors may file their claims, elect a trustee as permitted by law, designate a person to supervise the meeting, elect a committee of creditors, examine the debtor(s), and transact such other business as may properly come before the meeting. Certain acts against the debtor(s) and debtor's property continue to be stayed as provided in 11 U.S.C. §362(a).

F. PROOFS OF CLAIM: In order to have a claim allowed and share in any distribution from the estate, a creditor must file a proof of claim whether or not he is included in the list of creditors filed by the debtor(s). Those creditors who have PREVIOUSLY FILED proofs of claim for claims arising prior to the original date relief was ordered for the Chapter 11 case NEED NOT file additional proofs of claim for such debts. Proofs of claim shall be filed on a standard form in the office of the Clerk of the Court.

Proofs of claim for claims arising PRIOR to the ORIGINAL date relief was ordered for the CHAPTER 11 case which are not filed within 90 days after the above date set for the meeting of creditors will not be allowed, except as otherwise provided by law. Proofs of claim for claims arising DURING THE CHAPTER 11 CASE (i.e. between the dates shown in paragraph 1 and paragraph 2 above) must be filed within 60 days of the date of THIS NOTICE listed below or they will not be allowed except as otherwise provided by law.

G. SECURED CREDITORS SEEKING A RELEASE OF COLLATERAL SHOULD READ THE NOTICE ON THE REVERSE SIDE OF THIS ORDER.

H. Requests for relief from the stay provided in 11 U.S.C. §362(a) shall be by a motion filed with the Clerk of the U.S. Bankruptcy Court.

COPIES: Figures in () after the name and address of the debtor's attorney show the number of pages of schedules A-2 and A-3. If you desire copies make your check payable to the Clerk, U.S. Bankruptcy Court at $.50 per page AND enclose a self-addressed, stamped envelope.

Debtor's attorney: David A. Foraker
1515 SW 5th, Suite 840, Portland, Oregon 97201 (1,5)
Debtor's address: 3531 SE 164th, Portland, Oregon 97236

March 21, 1984

Debtor(s) nderegg & Sons, an Oregon)
partnership dba Meadowland Dairy,)
and Dahlia Dairy, an Oregon partnership)

NOTICE OF ORDER CONVERTING A CHAPTER 11 CASE TO A CHAPTER 7 CASE COMBINED WITH ORDER AND NOTICE OF MEETING OF CREDITORS AND AUTOMATIC STAY

YOU ARE NOTIFIED THAT:

1. On January 27, 1984, relief was ordered for the above named debtor(s) under Chapter 11 of Title 11 of the United States Code (U.S.C.).

2. On February 14, 1984, for good cause, this case was converted to a liquidation case under Chapter 7 of Title 11 of U.S.C. and designated person(s) were ordered to file with the Court the documents required of a debtor and debtor-in-possession.

3. Ronald A. Watson
1000 Jackson Tower, 806 S.W. Broadway, Portland, OR 97205
was appointed as interim trustee of the estate of the above named debtor(s).

IT IS ORDERED AND NOTICE IS HEREBY GIVEN that:

A. A MEETING OF CREDITORS pursuant to 11 U.S.C. §341(a) SHALL BE HELD at 9:30 AM on April 12, 1984 - THURSDAY in Hearing Room #4, 9th Floor Orbanco Building, 1001 S.W. Fifth, Portland, Oregon 97204.

B. THE DEBTOR SHALL APPEAR in person (or, if the debtor is a partnership, by a general partner, or if the debtor is a corporation, by the designated person) at that time and place for the purpose of being examined.

C. [IF THE DEBTOR(S) ARE INDIVIDUALS] Complaints objecting to either the DISCHARGE of the debtor(s) OR the DISCHARGEABILITY of a debt pursuant to 11 U.S.C. §523(c) must be filed within 60 days of the date set for the Meeting of Creditors in paragraph A above.

If no complaint objecting to the debtor's discharge is filed within the time fixed in subparagraph 3 above, the debtor(s) will be granted a discharge. If no complaint to determine the dischargeability of a debt under clause (2), (4), or (6) of 11 U.S.C. §523(a) is filed within the time fixed in subparagraph 3 above, the debt may be discharged.

D. The meeting may be continued or adjourned from time to time by notice at the meeting without further written notice to creditors.

E. At the meeting, the creditors may file their claims, elect a trustee as permitted by law, designate a person to supervise the meeting, elect a committee of creditors, examine the debtor(s), and transact such other business as may properly come before the meeting. Certain acts against the debtor(s) and debtor's property continue to be stayed as provided in 11 U.S.C. §362(a).

F. PROOFS OF CLAIM: In order to have a claim allowed and share in any distribution from the estate, a creditor must file a proof of claim whether or not he is included in the list of creditors filed by the debtor(s). Those creditors who have PREVIOUSLY FILED proofs of claim for claims arising prior to the original date relief was ordered for the Chapter 11 case NEED NOT file additional proofs of claim for such debts. Proofs of claim shall be filed on a standard form in the office of the Clerk of the Court.

Proofs of claim for claims arising PRIOR to the ORIGINAL date relief was ordered for the CHAPTER 11 case which are not filed within 90 days after the above date set for the meeting of creditors will not be allowed, except as otherwise provided by law. Proofs of claim for claims arising DURING THE CHAPTER 11 CASE (i.e. between the dates shown in paragraph 1 and paragraph 2 above) must be filed within 60 days of the date of THIS NOTICE listed below or they will not be allowed except as otherwise provided by law.

G. SECURED CREDITORS SEEKING A RELEASE OF COLLATERAL SHOULD READ THE NOTICE ON THE REVERSE SIDE OF THIS ORDER.

H. Requests for relief from the stay provided in 11 U.S.C. §362(a) shall be by a motion filed with the Clerk of the U.S. Bankruptcy Court.

COPIES: Figures in () after the name and address of the debtor's attorney show the number of pages of schedules A-2 and A-3. If you desire copies make your check payable to the Clerk, U.S. Bankruptcy Court at $.50 per page AND enclose a self-addressed, stamped envelope.

Debtor's attorney: David A. Foraker
1515 SW 5th, Suite 840, Portland, Oregon 97201 (1,5)
Debtor's address: 3531 SE 164th, Portland, Oregon 97236

DATED: March 21, 1984.

Clerk of the Bankruptcy Court
By
Deputy Clerk
1001 S.W. Fifth Avenue, 9th Floor
Portland, Oregon 97204

711.40 (7/29/83)

NOTICE TO SECURED CREDITORS

Requests for Release of Collateral

If you are interested in expediting a release from the jurisdiction of the bankruptcy court of the property in which you hold a security interest, it is suggested that you furnish to the trustee at or prior to the meeting of creditors a copy of your security agreement, contract or mortgage. If a financing statement has been filed, a copy of the financing statement should also be furnished. If the security interest is in a motor vehicle, a copy of the certificate of title showing your security interest should also be furnished. In all cases a letter or statement should be submitted showing the balance owing and your estimate of the value of the property so that it may be determined whether there is any equity in the property for other creditors.

Requests for release should not be addressed to the court or the clerk of the court.

Under §522(f) of the Bankruptcy Reform Act the debtor may request that a judicial lien or a non-possessory, non-purchase-money security interest on certain exempt property be voided to the extent that the exemption is impaired by the lien or security interest. Under §722 the debtor may request the court to determine the value of certain tangible personal property and permit the debtor to redeem the property from any lien against the property by paying that value to the holder of the lien. Because of these two sections of the Act, consent of both the trustee and the debtor may be required to permit a repossession or foreclosure without an order of the court.

If your request for release is received by the trustee at or before the meeting of creditors and if the trustee determines there is no equity for the estate, the trustee will inquire of the debtor whether the debtor will consent to a release. If consent of the debtor is obtained the trustee will notify you of his release and of the debtor's consent.

If your request for release is made after the meeting of creditors, it must be in writing and copies of all documents must be mailed to the debtor and the attorney for the debtor. In your request you must certify that copies were mailed to the aforementioned parties. Their addresses are shown in the notice of the meeting on the other side of this sheet. The request for release must contain the following notice:

> The debtor is informed that unless the trustee is notified in writing within 10 days after the mailing of this request for release that the debtor objects to such release, the trustee may release the property. Such a release shall constitute a termination of the stay provided by §362(a) of Title 11 U.S.C. and will permit the creditor seeking the release to foreclose his lien or security interest by repossession or as otherwise provided by law.

If either the trustee or the debtor will not agree to a release of the collateral, it will be necessary for you to file a complaint for relief from stay provided by §362(a) under Rule 701 of the Bankruptcy Rules of Procedure and pay a filing fee of $60 following which the court will schedule a trial of your complaint.

IMPORTANT. A request for release addressed to the trustee MUST be accompanied by a self-addressed, stamped return envelope. The trustee may not respond to your request if you fail to do so.

715B (5/81)

7594

F

FRONTIER PIPE, Inc.

PIPE AND STEEL DIVISION
PIPE · STEEL · VALVES · WELL CASING · STRUCTURAL · HEAVY WALL
14021 E. Pioneer Way · Puyallup, WA 98371 · 841-4244 · Seattle · 838-5915

3/20/84

R.A. Hatch Co
PO BOX 6179
Bend,Oregon 97708

Attn Gerald B Johnson VP.

rE:O.S.H.D.Conrtact 9594

Thank you for expiditing payment as you had promissed.

Please consider this doccument as a release of Lien on the above job.

Sincerly

Bill Richardson
President

cc
Atco Boring
Oregon State Hwy Dept ✓

RECEIVED
MAR 28 1984
ACCOUNTS PAYABLE

RECEIVED
APR 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec. -
claim not filed

FRONTIER PIPE, Inc.

PIPE AND STEEL DIVISION
PIPE · STEEL · VALVES · WELL CASING · STRUCTURAL · HEAVY WALL
14021 E. Pioneer Way · Puyallup, WA 98371 · 841-4244 · Seattle · 838-5915

December 8, 1983

Oregon State Highway Department
Commission Services
Transportation Building
Salem, Oregon 97310

SATISFIED
3/28/84
President

Attn: Mr. Bob Gormsen

Re: Oregon State Highway Department Contract #9594/
R.A. Hatch Corporation, Prime Contractor

Dear Sir:

In order for Frontier Pipe, Inc to preserve our lien rights, the law requires that we advise you that we have furnished materials for the above mentioned job and that we may claim a lien. We certainly do not anticipate any such necessity, and we hope that you will not construe this notice as any reflection on the R.A. Hatch Corporation. We are sure that you will recognize that it is simply good business practice for us to preserve our lien rights. We do hope that you are satisfied with the materials that we have furnished.

Sincerely,

Bill Richardson
Frontier Pipe, Inc.

BR/mam

RECEIVED
APR 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Plan [illegible]
[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon
Copy
[illegible]

7. DATE AUTHORIZATION EFFECTIVE 12-5-83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-7-84 this will confirm the advance approval date of 12-5-83 to proceed with the City of Portland, Bureau of Street Lighting's relocation of a street light. Reimbursement on a lump sum bases is approved for amount of $210 - Federal Funds $178.50 contingent upon modification of Project Agreement if additional funds are required. (FO #42)

I approve the Agreement with the City of Portland, Bureau of Street Lighting.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inc.	R/D	D/R	Sign	Act	File

14. DATE 3-14-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Holloway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

[illegible]

7. DATE AUTHORIZATION EFFECTIVE 2-8-83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-8-84 this will confirm the advance approval date of 2-8-83 to proceed with the adjustments for the City of Portland, Bureau of Water Work's water line relocation on an actual cost basis estimated to be $17,902.84 with Federal-aid participation limited to 39 percent of TEC $6,983 - Federal Funds $5,935.55 contingent upon modification of Project Agreement if additional funds are required.

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	[illegible]	R/D	D/R		Sign	Act	File

14. DATE 3-14-84
15. SIGNATURE OF APPROVING OFFICIAL Robert B Holloway
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9594 CL 84-56 F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 13 1984
NORMA PAULUS
SECRETARY OF STATE

March 9, 1984

IN REPLY REFER TO FILE NO.:

CON 5
#9594

Riedel International, Inc.
3510 S.W. Bond Avenue
Portland, OR 97201-4594

Attention: Mark Connelly, Credit Manager

Gentlemen:

This will acknowledge the Notice of Claim dated February 10, 1984, addressed to Ed Hardt, Regional Engineer in Milwaukie, concerning the following Highway Division contract:

FILED BY:	Riedel International, Inc. dba Western Pacific Construction Materials Co.
AMOUNT:	$2,430
FOR:	Materials
AGAINST (Prime contractor):	R. A. Hatch Co.
SUBCONTRACTOR:	Buy-Rite Fence Company
CONTRACT NO.:	9594
PROJECT:	N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway), Columbia River Highway, Multnomah County
SURETY:	The American Insurance Co. and Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the sureties, agent and prime contractor of the receipt of this claim. We will also file it with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FO
3-16-84 kjm

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

American Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Industrial Indemnity Co.
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

35[illegible] S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIM

The undersigned submits the following claim against bond of contractor:

TO: Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division
902 S.E. McLoughlin Blvd.
Milwaukie,, Oregon 97222

RE: Buy-Rite Fence Company
Bond Number: UI 52263
Contract No: 9594
Job Name: Columbia River Highway, N.E. 39th-N.E. 87th

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $2,430.00 against the bond taken from Buy-Rite Fence Co. and Union Indemnity for the work of Columbia River Highway, said improvements being in the City of Portland, County of Multnomah, State of Oregon.

CERTIFIED
P21 744575
MAIL

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction
Materials Co. a division)

By: Mark Connelly
Mark Connelly, Credit Manager

Date: February 10, 1984

cc: 4744575

RECEIVED
[illegible]
[illegible] SERVICES
[illegible] OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
ROVOR DRILLING CO.
WILLAMETTE WESTERN CO.
WILLAMETTE TUG & BARGE CO
WESTERN MARINE BRAZIL LTDA
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO
WESTERN-PACIFIC DREDGING CO
WESTERN-PACIFIC DRILLING CO
WESTERN-PACIFIC ERECTORS
WESTERN PACIFIC PILE DRIVING CO
WESTERN PACIFIC PAVING & CONSTRUCTION CO
WESTERN TUG & BARGE CORP
WORLD [illegible] SERVICES CO

7-74

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
MAR 12 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Att	File

March 8, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Line Relocation
Bureau of Water Works
City of Portland
N.E. Holladay St. (N.E. 60th Ave.-N.E. 61st Ave.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the City of Portland Bureau of Water Works' facilities dated May 12, 1983, and a sketch showing their proposed relocation. The relocation of a 1½-inch and a 3-inch water main in N.E. Holladay St. and N.E. 61st Ave. is required to accommodate the relocation of a 48-inch water main from N.E. 60th Ave. Please refer to attached Sheet 6 (Highway Sheet 4) of Bureau's relocation plans.

A certification prepared by R. L. Fleming as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau advised the State verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the City's facilities occupy City street R/W.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

Form 734-3122

There is a betterment derived from the proposed adjustment of the Bureau's facilities and has been provided for in the attached estimate. State's share of relocation cost will be 39 percent.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 8, 1983 (the date established for the N.E. 60th Ave. crossing relocation) under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,983. This work will be covered by OFW #43.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

RECEIVED
TECHNICAL SERVICES
MAR [illegible] '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

March 7, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Street Light Relocation
Bureau of Street Lighting
City of Portland
N.E. Senate St. & N.E. Hassalo St. @ N.E. 44th Ave.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of a lump sum estimate of cost to relocate a street light owned by the City of Portland dated November 29, 1983, and a sketch showing their proposed relocation. The relocation work will be done by Portland General Electric Company under a "Set Fee" agreement. A certification prepared by R. L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau of Lighting was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the light is a City facility on City street R/W.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 5, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $210. This work will be done under OFW No. 42.

JMC/GAP/llr
Enclosure

cc: ✓E. S. Hunter, W. F. Cobine,
Jack M. Cartwright, R. L. Fleming

F

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1984

**In Reply Refer to
File No.:**

Mr. Kent Ford
5312 NE 13th Apt. A
Portland, OR 97211

Thank you for sending me the materials relating to your complaint of discrimination by the R. A. Hatch Co.

I gave all your documents to the Department's legal counsel, Mr. Jack Sollis, who is an Assistant Attorney General with the Oregon Department of Justice. He checked with the Civil Rights Division of the Oregon Department of Labor and Industries. He was informed that your case is still on active status with the Civil Rights Division.

Mr. Sollis has advised me that since your complaint is still pending, it is outside the jurisdiction of the Oregon Department of Transportation.

Thank you for your information. I hope your situation will be resolved in the near future.

Sincerely,

Kay Turner

Kay Turner, Manager
EEO, MBE & Labor Compliance

KT:mk

cc: H. S. Coulter
W. E. Schwartz ✓
C. O. Fredrickson
Jack Sollis
Kay Toran

KT/L05

RECEIVED
STATE HWY ENGR
MAR 7 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Form 734-3122

9574

DAVE FROHNMAYER
ATTORNEY GENERAL

William F. Gar
~~STANTON~~ ~~R. LONG~~
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

February 22, 1984

Robert E. Franz, Jr.
Attorney at Law
Suite 307
767 Willamette Street
Eugene, Oregon 97401

Re: Thompsen, et al v. State, et al
Our File: 125-073-L15946

Dear Mr. Franz:

This will confirm our conversation of Friday, February 17, 1984. I understand that you have entered an appearance on behalf of all defendants in the captioned matter and that the state's tender of defense has been accepted by Specialty Risk Underwriters, Inc. under contract in AC565R.

Please forward me a copy of the appearance that you entered at your earliest convenience.

As a result of our conversation, I have again reviewed the policy issued which appears to me to be $300,000 "single limit" policy. Pursuant to ORS 30.270 the state's liability is limited to $50,000 per claimant for any number of claims for property damage arising from a single incident and $300,000 for any number of claims by any number of people arising from multiple incidents. Plaintiff has pleaded the agency of R. A. Hatch at paragraph IV of the Complaint in Count One and has realleged agency at paragraph VIII in Count Two. These allegations may be sufficient to establish Hatch's agency and to limit recovery against Hatch as well as against the public body defendants.

Please keep me informed as litigation progresses and feel free to contact me for assistance.

Very truly yours,

/s/

William F. Cloran
Assistant Attorney General

RECEIVED
DOT DIRECTOR
FEB 23 '84
[illegible] TO

WFC:mj
cc: Bill George ✓
Fred Miller ✓
Jack Sollis
O. B. Jackmond
Keith Martin

FRED MILLER

cy Coulter

#7594

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

February 10, 1984

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: THOMPSEN, et al v. STATE OF OREGON

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include Department of Transportation, Tri-Met and R.A. Hatch Construction, Inc.

The matter concerns damage to a Circle K store from air devices on the Banfield Light Rail.

I have assigned this case to Trial Attorney William Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj

RECEIVED
FEB 14 1984
LEGAL

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DOT DIRECTOR
FEB 13 '84
REFER TO Sellers
FOR

Info	Inves	R/O	D/R	Sign	Act	File
					✓	

Contains Recycled Materials

9594

RECEIVED
FEB 07 1984
LEGAL

February 3, 1984

Mr. Robert K. Morrow
PO Box 1328
Portland, OR 97207

Re: In re Walter H. Anderegg & Sons,
dba Meadowland Dairy
Bankruptcy Case No. 383-01164
Our File 281

Dear Mr. Morrow:

We represent the general partners of the above-referenced debtor. We understand that you have been appointed interim Chapter 7 trustee of the estate of Walter H. Anderegg & Sons.

I enclose for your consideration various correspondence and documentation relating to a sanitary sewer line relocation conflict with the Oregon State Highway Commission which arose in connection with the construction on the Banfield Freeway. Since the Small Business Administration has a security interest in the real property and improvements commonly known as 8440 NE Halsey, Portland, Oregon, pursuant to a deed of trust, I am advising its attorney, Barbara Nelson, of the problem by copy of this letter.

You may wish to contact her at (503) 294-5225 and Jack L. Sollis of the State Attorney General's Office at (503) 378-4259 to discuss this matter further.

Very truly yours,

GREENE & PERRIS, P.C.

David A. Foraker

DAF:clt
Enclosures
cc: Mr. Terry Hannon, Esq.
Ms. Barbara Nelson, Esq.
Mr. Jack L. Sollis, Esq.

GREENE & PERRIS, P.C.
The 1515 Building — Suite 840
1515 SW Fifth Avenue
Portland, Oregon 97201

January 30, 1984

Mr. Terry Hannon
1515 Building, Suite 840
1515 SW Fifth Avenue
Portland, OR 97201

Re: Meadowland Dairy Sewer Relocation

Enclosed please find a copy of the original permit that was issued to Foremost Dairies, Inc., in 1963 that covers a six inch cast iron pressure sewer line that serves the Meadowland Dairy at the present time. I am also enclosing all other correspondence relating to the matter and hope you will be able to sort through this and come up with some possible method of getting this brought to the attention of the parties involved in the bankruptcy so that some resolution of the problem may be made. The cost of replacing the pipe is between $14,000 and $20,000 and we will not know the exact figures until all the work is completed. In the meanwhile, any request for information may be addressed to me at Room 113, Department of Transportation Building, Salem, OR 97310.

Jack L. Sollis
Attorney-in-Charge
Transportation Legal Section

JLS:lt

enclosures

NOTED
E. S. HUNTER

January 27, 1984

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1120 S.W. 5th Avenue
B 106, 6th Floor
Portland, OR 97204

Water Main Relocation
N.E. Halsey St. @ N.E. 67th Avenue
N.E. Union Ave.-N.E. 87th Ave. Sec.
Columbia River Highway
Multnomah County
Project No. IX-68(4)Utility

Dear Mr. Goebel:

Reference is made to your letter of August 23, 1982 which advised of the Bureau of Water Works intent to upsize the existing water main on the N.E. Halsey Street structure from 12 inches to 16 inches. The letter also advised that the Bureau of Water Works would participate in the additional cost due to the upsizing.

Dan Conners' letter of November 22, 1982 confirmed the Bureau of Water Works intent of having the State's contractor install the 16-inch water main on the new N.E. Halsey Street structure. Mr. Conners' letter also provided comparative costs for 12-inch and 16-inch ductile iron water pipe to be used in determing a cost share for the installation of the water main.

A Letter Agreement from the State Highway Division dated January 11, 1983, approved by the Bureau of Water Works on March 10, 1983, established that the State's share of the installation cost would be 69 percent and the Bureau of Water Works' share would be 31 percent.

The N.E. 39th Ave.-N.E. 87th Ave. Section of the Columbia River Highway was let to bid on February 24, 1983 and awarded to the low bidder, R. A. Hatch Company, Bend, Oregon on March 1, 1983. R. A. Hatch's bid for Item 253, the installation of 412 lineal feet of 16-inch ductile iron pipe is $20,600. The Bureau of Water Works' share, 31 percent of the low bid cost, is $6,386.

The Bureau of Water Works is requested to forward to the Oregon State Highway Division a check in the amount of $6,386 to cover the cost

RECEIVED
TECHNICAL SERVICES
JAN 30 '84
REFER TO
FOR
File
Act
Sign
O/R
R/D
Invest
Info

Mr. Goebel
Page 2
January 27, 1984

of pipe upsizing betterment. The cehck should be made out to the Oregon State Highway Division, and sent to me at Room 5, Transportation Building, Salem, OR 97310. Your cooperation will be greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

Attachment

bc: E. S. Hunter
F. R. Griffin
W. F. Cobine
E. L. Hardt
Dave Jones
R. L. Fleming
Jan Peterson
C. T. Keasey

RECEIVED
TECHNICAL SERVICES

JAN 27 '84

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

January 27, 1984

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1120 S.W. 5th Avenue
B 106, 6th Floor
Portland, OR 97204

Water Main Relocation
N.E. 53rd Ave. Undercrossing
N.E. Union Ave.-N.E. 87th Ave. Sect.
Columbia River Highway
Multnomah County
Project No. IX-68(4)Utility

Dear Mr. Goebel:

Reference is made to your letter of August 23, 1982 which advised of the Bureau of Water Works intent to upsize the existing water main on the N.E. 53rd Avenue structure from 8 inches to 12 inches. The letter also advised that the Bureau of Water Works would participate in the additional cost due to the upsizing.

Dan Conners' letter of December 1, 1982 confirmed the Bureau of Water Works intent of having the State's contractor install the 12-inch water main on the new N.E. 53rd Ave. structure. Mr. Conners' letter also provided comparative costs for 8-inch and 12-inch ductile iron water pipe to be used in determining a cost share for the installation of the water main.

A Letter Agreement from the State Highway Division dated January 11, 1983, approved by the Bureau of Water Works on March 10, 1983, established that the State's share of the installation cost would be 60 percent and the Bureau of Water Works' share would be 40 percent.

The N.E. 39th Ave.-N.E. 87th Ave. Section of the Columbia River Highway was let to bid on February 24, 1983 and awarded to the low bidder, R. A. Hatch Company, Bend, Oregon on March 1, 1983. R. A. Hatch's bid for Item 195, the installation of 300 feet of 12-inch ductile iron pipe was $9,000. The Bureau of Water Works' share, 40 percent of the low bid cost is $3,600.

The Bureau of Water Works is requested to forward to the Oregon State Highway Division a check in the amount of $3,600 to cover the cost of pipe upsizing betterment. The check should be made out to the Oregon

State Highway Division, and sent to me at Room 5, Transportation Building, Salem, OR 97310. Your cooperation will be greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

Attachment

bc: E. S. Hunter
F. R. Griffin
W. F. Cobine
E. L. Hardt
Dave Jones
R. L. Fleming
Jan Peterson

Orig to Sollie
cy Miller Scott
Papers accepted
by Florence Neavoll
1-24-84

In the Circuit Court of the State of Oregon

for the County of Multnomah

JAMES A. THOMPSEN, Trustee under the Will of KENNETH G. EDICK, deceased, and DOROTHY M. HARPER,

Plaintiffs

vs.

STATE OF OREGON, by and through the Oregon Department of Transportation; TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT; and R.A. HATCH CONSTRUCTION CO.,

Defendants

No. A8401-00422

SUMMONS

To Fred D. Miller, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Keith E. Tichenor
SIGNATURE OF OREGON RESIDENT ATTORNEY

Keith E. Tichenor
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Keith E. Tichenor
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

POZZI, WILSON, ATCHISON, O'LEARY & CONBOY
ATTORNEYS FOR PLAINTIFF
Suite 910 Standard Plaza
Portland, Oregon 97204
Telephone (503) 226-3232

FRED MILLER

PAGE 1—SUMMONS

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

JAMES A. THOMPSEN, Trustee under the Will of KENNETH G. EDICK, deceased, and DOROTHY M. HARPER, Plaintiffs, vs. STATE OF OREGON, by and through the Oregon Department of Transportation; TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT; and R.A. HATCH CONSTRUCTION CO., an Oregon corporation, Defendants.	A8401-00422 No. COMPLAINT Negligence -- Property Damage; Trespass

Plaintiffs allege:

COUNT ONE

I.

At all times material hereto the plaintiffs were the owners of a parcel of real estate, together with a commercial building thereon, located at 6925 N.E. Halsey Street in Portland, Multnomah County, Oregon, and were the owners of a lease for the commercial operation of the building thereon by a lessee, to-wit Circle K Convenience Stores.

II.

At all times material hereto the defendant Oregon Department of Transportation was an agency of the State of Oregon, organized for the purpose of building, maintaining, improving, altering and operating roads, highways and associated rights-of-way within the state of Oregon. Defendant Tri-County Metropolitan Transportation

District was a political subdivision of the State of Oregon, organized for the purpose in part of building, maintaining, improving, altering and operating transportation services, including a fast rail service within Portland, Multnomah County, Oregon. Defendant R.A. Hatch Construction Co. was a corporation organized and existing under the laws of the State of Oregon, in part for the purpose of highway and right-of-way construction.

III.

From on or about July 20, 1983 and continuously thereafter until approximately November 1, 1983, the defendants and each of them were engaged in the development of a fast rail right-of-way along a portion of interstate highway 84, known as the Banfield Corridor, within Portland, Multnomah County, Oregon, and at a place upon the Banfield Corridor adjacent to the property of the plaintiffs described above.

IV.

At the times and places described above, the defendant R.A. Hatch Construction Co., as contractor, and the defendants Oregon Department of Transportation and Tri-County Metropolitan Transportation District, through the agency of R.A. Hatch Construction Co., in the conduct of the work and development of the above described right-of-way, engaged in the use of a large pile driver which, during its operation, transmitted vibrations onto and throughout the property and building of the plaintiffs described above, and by this trespass, caused physical damage and destruction to the building of the plaintiffs, settling and sinking of the building's foundation, cavitation of floors and general damage to the structural integrity of the building, together with settling and creation of voids and instability in the supporting soil of the property, so that plaintiffs' land and building have been damaged, depreciated and reduced in value, to the plaintiffs' damage in the sum of $125,000.

V.

As a further result of the conduct of the defendants and each of them as described above, the lessee of plaintiffs' property has been forced to discontinue commercial operation of the building located thereon and, pursuant to provisions of the lease between the plaintiffs and the lessee, has terminated the lease, all to the plaintiffs' damage in the sum of $50,000.

VI.

The conduct of defendant R.A. Hatch Construction Co. was willful, wanton and manifested reckless disregard of the rights, safety and interest of the public, including these plaintiffs, and the plaintiffs are entitled to punitive damages against said defendant in the sum of $500,000.

VII.

Less than 180 days after the negligence and trespass of the defendants as described above, plaintiff gave notice to the Oregon Department of Transportation and to Tri-County Metropolitan Transportation District of this cause of action, as required by law.

COUNT TWO

VIII.

Plaintiffs reallege and incorporate herein and make a part hereof paragraphs I, II, III, IV, V and VI above.

IX.

At the times and places described above, the defendants and each of them were negligent in one or more of the following particulars:

1. In operating the pile driver at a distance from the plaintiffs' property that was closer than reasonable and safe under the circumstances then and there existing;

2. In failing to take adequate or any precautions to protect the plaintiffs' property from damage caused by the pile driver;

3. In failing to perform any pre-boring operations prior to the use of the pile driver;

4. In extracting the pile driver upon completion of its use without performing any fill operations to prevent the development of voids in the supporting soil of plaintiffs' property;

5. In extracting the pile driver without making any provision for maintaining lateral support of the plaintiffs' property to avoid damage and destruction of it;

6. In failing to warn or advise the plaintiffs of the danger and risk to their property created by the defendants' use of the pile driver during their operation.

WHEREFORE, plaintiffs pray for judgment against the defendants, and each of them, as follows:

1. The sum of $125,000 for damage, destruction and reduction in value of their property;

.....

2. The sum of $50,000 for loss of revenue from interruption of the lease of the property; and

3. Their costs and disbursements incurred herein.

Further, with respect to defendant R.A. Hatch Construction Co., plaintiffs pray for judgment against said defendant in the sum of $500,000 punitive damages.

POZZI, WILSON, ATCHISON,
O'LEARY & CONBOY

By Keith E. Tichenor
Keith E. Tichenor 69173
Attorneys for Plaintiffs

I HEREBY CERTIFY THAT THE FORE-
GOING IS A TRUE COPY OF THE
ORIGINAL THEREOF.

Attorneys For Plaintiffs

ROAD DESIGN SECTION 378-6558 DES 16

Tim Thex, Coordinating Engineer
Environmental Section

January 4, 1984

Roger Morse
Roger Morse, Intermediate Designer
Preliminary Design Section

?

Noise Barrier Cost Estimates
84th-88th Ave. (North) Section
Banfield Freeway
Columbia River Highway
Multnomah County

1 [illegible]
[illegible]
2 [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
3 [illegible]

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

The only feasible location for a noise wall on this section of the project appears to be at the individual property owner's right of way line with the Union Pacific Railroad as indicated in your letter.

The Bridge Design Section feels that the shoulder wall alternative is not feasible because of the cost. A double wall type retaining wall has been designed for this section of the project and is in the process of being constructed. To construct a noise wall on top of this retaining wall would require removing the top of the wall and redesigning the structure to accommodate the noise wall. They feel the cost to redesign the retaining wall at this stage would be prohibitive.

Some of the problems with constructing a noise wall at the right of way line would be in dealing with the individual property owners for constuction access. Some type of written agreement between the State and the property owners indicating that the noise wall would be a permanent installation and also the party responsible for maintenance of the noise wall would be required. Trees and shrubs along the right of way line would need to be removed in order to construct this wall. One residence at the west end of the wall would be located approximately 10 feet from the wall, four others would be within 25 feet of the wall. Approximately 3 sheds or utility buildings along the right of way line would need to be removed or relocated. Some utility poles appear to be on the right of way line. Some adjustment may be required in the parking lot at the west end of the wall and for a driveway at the east end of the wall.

No attempt was made to determine a cost for right of way, a construction easement or for a permanent easement as this would need to be determined in negotiations with the property owners. The Bridge Design Section has estimated costs for constructing concrete noise walls at the right of way line using a post and panel type design, however the type of noise wall to be constructed would be determined during the final design of the project.

WALL No. 1

This 720 foot long noise wall would average 11 feet in height and cost approximately $135,000 to construct for an average cost of $188 per lineal foot. The 13 foot high alternate would cost approximately $160,000 to construct for an average cost of $222 per lineal foot.

WALL No. 2

This 1,080 foot long noise wall would average 10.5 feet in height and cost approximately $190,000 to construct averaging $176 per lineal foot. The 12.5 foot high alternate would cost approximately $230,000 to construct for an average cost of $213 per lineal foot.

1594

December 29, 1983

ROW

Mr. Clyde Thomas
5208 N.E. 89th
Portland, OR 97220

I have asked the Right of Way Section to look into the problem created by construction of the new freeway off ramp near N.E. 84th Avenue.

The new off ramp is a relocation from its present location on Wasco Street. The traffic situation created by relocating the off ramp does not fall within any legal category for which the State is allowed to pay damages.

I am sorry that we cannot be more encouraging regarding this matter, but it is a result of changing traffic patterns caused by the ever-increasing traffic loads. The Metro Region Engineer, Mr. Ed Hardt will be reviewing the design to determine if modifications can be made to alleviate some of your concerns.

Fred D. Miller
Director

JB:sb sl

bc H. S. Coulter
J. B. Boyd
E. L. Hardt

December 12, 1983

Mr. Fred Miller
Director of Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

Your name was given to me by Vicki Rocker in the Department of the Highway Division.

We have enclosed a drawing of the construction that is taking place on the Banfield Freeway. In the drawing it shows the new off ramp going East, to get off on 82nd. avenue. The house that sits directly across from where the traffic will be stopping to turn either right or left will be hindered by traffic lights from vehicles plus semi-trucks it will also be experiencing driveway problems.

Our major concern is regarding the depreciating value this has inflicted upon us as owners.

Enclosed is a letter from our realtor, Mr. Gary Waldrop stating the reduction in the property value.

Also, enclosed you will find copies of the new layout for the freeway in conjunction with our home. You will find a copy of the appraisal that was in January of 1983. In talking to the department that did the appraisal they stated that the reduction was due to the new off ramp that would be coming off the freeway.

We would appreciate it if you would look into this matter and get back to us.

Sincerely,

Clyde Thomas

Mr. and Mrs. Clyde Thomas
5208 NE 89th
Portland, Oregon 97220

RECEIVED
STATE HWY ENGR

DEC 14 '83

REFER TO
E. Hardt

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

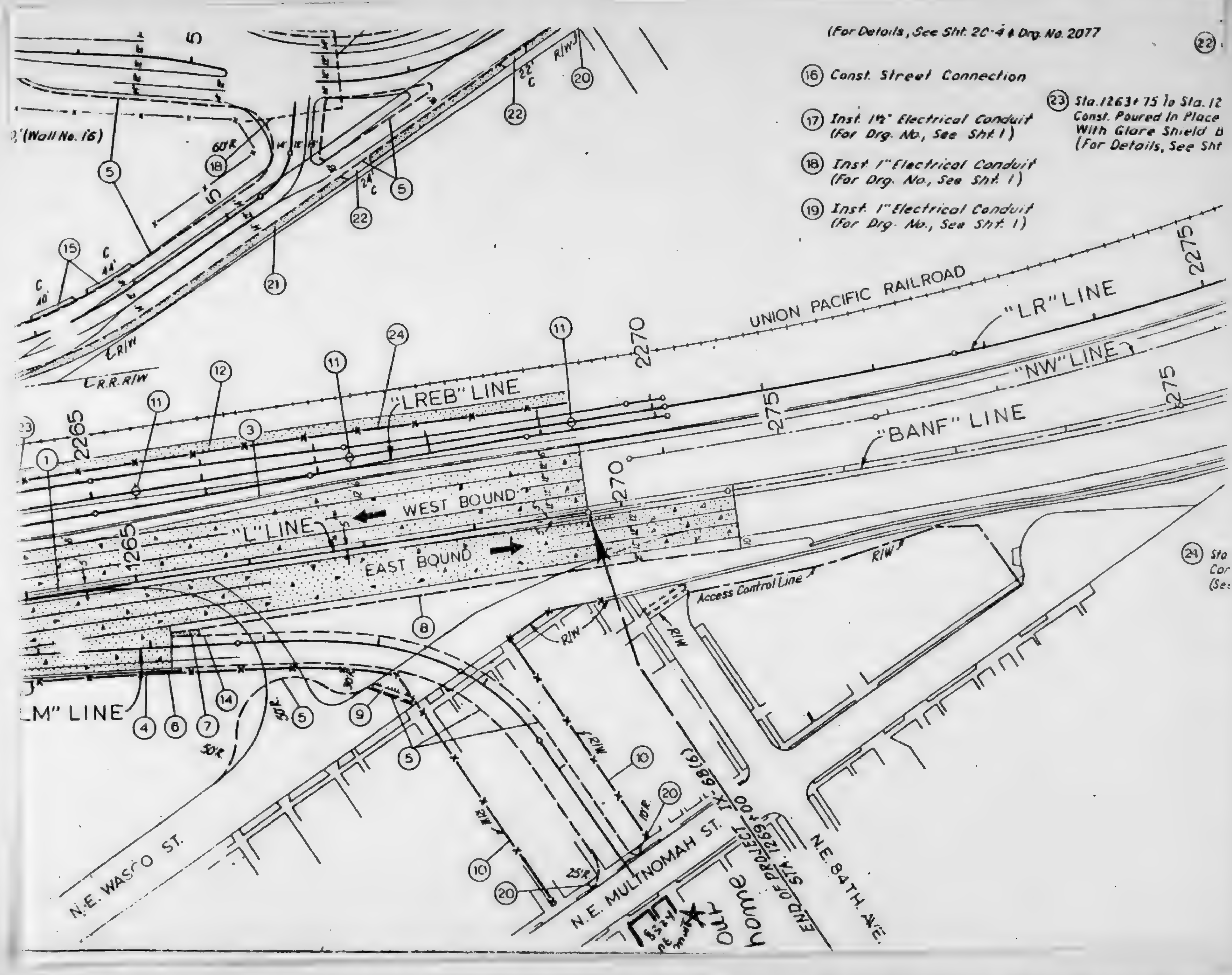
RECEIVED
DOT DIRECTOR

DEC 14 '83

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				


(For Details, See Sht. 20-4 & Drg. No. 2077
㉒
⑯ Const. Street Connection
⑰ Inst. 1½" Electrical Conduit (For Drg. No., See Sht. 1)
⑱ Inst. 1" Electrical Conduit (For Drg. No., See Sht. 1)
⑲ Inst. 1" Electrical Conduit (For Drg. No., See Sht. 1)
㉓ Sta. 1263+75 To Sta. 12
Const. Poured In Place
With Glare Shield &
(For Details, See Sht
㉔ Sta.
Cor
(Se
UNION PACIFIC RAILROAD
"LR" LINE
"NW" LINE
"BANF" LINE
"LREB" LINE
"L" LINE
"M" LINE
WEST BOUND
EAST BOUND
2265
2270
2275
1265
270
275
275
R/W
R.R. R/W
Access Control Line
(Wall No. 16)
60'R
50'R
30'R
25'R
10'R
22' C
24' C
14' C
10' C
5
N.E. WASCO ST.
N.E. MULTNOMAH ST.
N.E. 84TH. AVE.
END OF PROJECT IX-68(6)
STA. 1269+00
Our home
8324 NE Mult
①
③
④
⑤
⑥
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⑨
⑩
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Century 21
AAIM REALTY, INC.
10626 N.E. Glisan
Portland, Oregon 97220
(503) 252-1423
(503) 255-1802

December 7, 1983

Dear Mr. and Mrs. Thomas:

A careful examination of the history of the value of 8334 NE Multnomah shows the following:

1. The maximum expected price should be $45,000.
2. A realistic price should be about $42,000.
3. The listed price is $37,950. A reasonable expectation is $35,000.

The $35,000 price results from the recent evacuation of the houses across the street and the expected freeway exit traffic arriving directly in front of this house.

Sincerely,

Gary Waldrop

Gary Waldrop

Each Office is Independently Owned and Operated

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
HOUSING - FEDERAL HOUSING COMMISSIONER

APPRAISAL REPORT ADDENDUM

CASE NUMBER 431-[illegible]60683

ADDRESS 8334 N.E. MULTNOMAH PORT.

SPECIFIC CONDITIONS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

2. LOCATION-PROPERTY ANALYSIS

1	☒	Location and Property Acceptable
2	☐	Location Acceptable/Property Rejected
3	☐	Location 223E/Property Acceptable
4	☐	Location 223E/Property Rejected
5	☐	Location Rejected
6	☐	Location and Property Rejected

3 MONTHLY EXPENSE ESTIMATE

Fire Insurance	$ 6.00
Taxes	$ 5[illegible].00 ([illegible]
Condominium Common Expense	$ 0
Maintenance and Repairs	$ 14.00
Heat and Utilities	$ ~~[illegible]~~ 96

4 COST OF REPAIRS/IMPROVEMENTS

Proposed $ Required $ 133.00

5A. ESTIMATED VALUE OF PROPERTY

$ ~~35,000~~ 34000

5B. ESTIMATED CLOSING COSTS

$ 850.00

6. IMPROVED LIVING AREA

720 Square Feet

7. COST DATA SOURCE

☐ 2014d Number

☐ Segregated Cost $

☐ Square Foot Cost $ MARSHALL & SWIFT

☐ 92800-3 for Case Number

☐ Cost @ $ sq. ft. = $

8. COST ESTIMATE

Replacement Cost Improvements	$ 29705
Market Price Equivalent Site	$ 14500
Marketing Expense	$ 2210
Replacement Cost	$ 46415

1. A, REMARKS B, SPECIFIC CONDITIONS C, REJECT REASONS D, NEIGHBORHOOD CHARACTERISTICS E, LAND EXCLUDED FROM VALUATION F, ITEMS EXCLUDED FROM REPLACEMENT COST

(A) SMALL NEET DWELLING IN
GOOD REPAIR. BUT. NEW OFF RAMP
FOR FREEWAY, WILL BE DIRECTLY
ACROSS ST. FROM SUBJECT "SEE
PICTURE" ON SITE'S CLEARED FOR
CONSTRUCTION ETC

(B) "SEE WORK ADDENDUM."

(D) LOCATED AT PRESENT IN ECO
DIST FROM $36,000 TO $56,000
APROX 100% BUILT UP

INSPECTIONS:
☐ Proposed Construction
☒ Repair (FHA Inspect.)
☐ Mortgage's Certification

PREPARED BY GORDON OSWALD

DATE PREPARED 1-20-85

CONDITIONAL (THOMAS)

Form Approved
OMB No. 2900 004

VA CERTIFICATE OF REASONABLE V

☒ HUD CONDITIONAL COMMITMENT

Section of Act 203B

Case Number 431-160683

8334 N.E. Multnomah
Portland, Oregon

Lot 25 & 26 Block 2
Lee Bow Park, Portland
Multnomah County, State of
Oregon

Restrictive Covenants: None

THE LOMAS & NETTLETON COMPANY
700 N.E. Multnomah Street
Suite 1078
Portland, Oregon 97232

50 X 113

5650

XX XX XX

X

141-7199.99

036-662

10 BUILDING TYPE

XX

EX

1 KX EX

34000 40 7-24-83

C L Hooker

1-24-83

ADDRESS (Complete mailing address. Include ZIP Code.)

Clyde G. & Linda K. Thomas
5203 N.E. 39th
Portland, Oregon ~~97216~~
97220

HUD COMMITMENT TERMS

33600
360

ESTIMATE

$ 6

$ 65

$

$ 14

$ 96

$ 858

☒ EXISTING ☐ PROPOSED

(See General Condition 3 on attachment)

720

☒ This Conditional Commitment is valid only if HUD ... General Conditions and the appli... Special Conditions attached.

REQUESTER'S COPY

954

51322

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: W. E. Schwartz, Assistant
State Highway Engineer

DATE: December 28, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

NOTED
H.S. COULTER

SUBJECT: Damage to Circle K
Convenience Store
File 51322
Banfield Transitway Project

Jack Sollis advises me that the penultimate paragraph of this letter indicates that they are suing under the Oregon Tort Claims Act. Mr. Sollis forwarded the letter to the Risk Management Section, Department of General Services. I am also sending a copy of this letter to Mr. Ed Hardt for his perusal. This is a construction problem that occurred because of what I believe was overexcavation. Right of Way will do no further work on this project.

JBB:jr

cc: Ed Hardt

Dennis J. Graves, P.C.
Attorney At Law
200 High Street, S.E.
P.O. Box 2205
Salem, Oregon 97308
Telephone: (503) 585-2233

NOTED

RIGHT OF WAY A.S. [illegible]
RECEIVED
DEC 23 1983
M AM ADM RER CA LS
RMS AS CE OS TA RUC
0 1 2 3 4 F

RECEIVED
STATE HWY ENGR
DEC 20 '83
REFER TO
~~Senante~~
FOR
Info Inves R/O D/R Sign Act File

RECEIVED
DOT DIRECTOR
DEC 1 '83
REFER TO
CS [illegible]
FOR

December 15, 1983

Certified Mail

State of Oregon
Dept. of General Services
1225 Ferry St. SE
Salem, OR 97310

Tri-County Metropolitan
Transportation District
Mr. James E. Cowen, General Manager
Mr. Gerard K. Drummond, Chairman
4012 SE 17th
Portland, OR 97202

Multnomah County Board
of Commissioners
Gordon Shadburne, Chairman
1021 SW 4th Ave., Room 606
Portland, OR 97204

Sollis – Boyd – One of you should answer this guy
WES
~~NOTED~~
W. E. SCHWARTZ

cy 12-23

Gentlemen:

I have been retained to represent the interests of Circle K Convenience Stores, Inc., with respect to their leasehold interest in real estate and a commercial building located at 6925 NE Halsey Street, Portland, Oregon. The building at that addressed housed a Circle K Convenience Store.

Earlier this year, construction work was begun on the light rail project through the B field corridor. As part of that project, the Department of Transportation filed eminent domain proceedings for a limited term easement. That suit is pending in court.

In the meantime, there has been a significant amount of physical damage to the building occupied by my clients. My clients suffered damage to the inventory contained in their building and suffered additional expenses for cleanup and making temporary repair on the building. Because of the large cracks which developed in the floor, ceiling and walls of the building, apparently the result of vibration from construction operations and other negligent acts, my clients have been forced to close the store.

FRED MILLER

This letter is to serve as notice that Circle K Convenience Stores, Inc. will seek damages in an amount yet undetermined, because of the negligence involved in the construction project which has caused significant damage to my clients including loss of profits and the need to relocate their business.

The owners of the building have advised my client the building cannot be repaired within the time allowed by the Lease, and for that reason the Lease has been terminated.

For all of the reasons set forth above, this letter will serve as notice and a demand upon you for payment of the full amount available to Circle K Convenience Stores, Inc. under the Oregon Tort Claims Act.

Communication on this matter should be carried out through my office.

Sincerely,

DENNIS J. GRAVES

DJG:bb

cc: Mr. Fred D. Miller, Oregon Dept. of Transportation
Mr. Jack L. Sollis, Assistant Attorney General
R. A. Hatch Construction Co.
Mr. Richard Arnaz
Mr. Thomas Cosgrove
Mr. Robert Campau

FRONTIER PIPE, INC.

PIPE AND STEEL DIVISION
PIPE · STEEL · VALVES · WELL CASING · STRUCTURAL · HEAVY WALL
14021 E. Pioneer Way · Puyallup, WA 98371 · 841-4244 · Seattle · 838-5915

December 8, 1983

Oregon State Highway Department
Commission Services
Transportation Building
Salem, Oregon 97310

Attn: Mr. Bob Gormsen

Re: Oregon State Highway Department Contract #9594/
R.A. Hatch Corporation, Prime Contractor

Dear Sir:

In order for Frontier Pipe, Inc. to preserve our lien rights, the law requires that we advise you that we have furnished materials for the above mentioned job and that we may claim a lien. We certainly do not anticipate any such necessity, and we hope that you will not construe this notice as any reflection on the R.A. Hatch Corporation. We are sure that you will recognize that it is simply good business practice for us to preserve our lien rights. We do hope that you are satisfied with the materials that we have furnished.

Sincerely,

Bill Richardson

Bill Richardson
Frontier Pipe, Inc.

BR/mam

RECEIVED
DEC 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FRONTIER PIPE, INC.

PIPE AND STEEL DIVISION
PIPE · STEEL · VALVES · WELL CASING · STRUCTURAL · HEAVY WALL
14021 E. Pioneer Way · Puyallup, WA 98371 · 841-4244 · Seattle · 838-5916

December 6, 1983

R.A. Hatch Corporation
P.O. Box 18160
Portland, OR 97218

9594

Attn: Don Rapaich Re: State of Oregon Light Transit Job

Dear Mr. Rapaich:

In order for Frontier Pipe, Inc. to preserve our lien rights, state law requires that we advise you that we are furnishing materials for the above mentioned job and that we may claim a lien. We certainly do not anticipate any such necessity, and we hope that you will not construe this notice as any reflection on R.A. Hatch corporation. We are sure that you will recognize that it is simply good business practice for us to preserve our lien rights. We do hope that you will be pleased with the materials we have furnished and we hope that we may be of further service to you in the future.

Yours most sincerely,
FRONTIER PIPE, INC.

B Richardson

Bill Richardson
Manager

BR/mam

cc: Oregon State Highway Dept.

RECEIVED
DEC 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy
#9513

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______ file
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 7/15/83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR REQUEST OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

NOTED
W. E. SCHWARTZ

13. REMARKS

As requested by Mr. Potter's letter of 12/1/83 this will confirm the advance approval date of 7/15/83 to proceed with the actual adjustments to the City of Portland, Bureau of Fire's fire alarm system on an actual cost basis estimated to be $17,298 Federal Funds $14,703. This authorization is contingent upon modification of Project Ageement if additional funds are required.

I approve the Ageement with the City of Portland, Bureau of Fire.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manaual.

14. DATE 12/6/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

Branfeen

December 6, 1983

copy
#92-3

TO: D. E. Wilken, ~~Division~~ Administrator
Federal ~~Highway~~ Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
DEC 9 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Federal Participation Eligibility Date
Luminaire Relocation
Bureau of Street Lighting
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for the City of Portland's Bureau of Street Lighting to proceed with the relocation of their luminaire at N.E. Senate St. and N.E. Hassalo St. in conflict with this project as of December 5, 1983 is requested. A lump sum estimate of cost has been received from the Bureau of Street Lighting in the amount of $210. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. The installation of the new luminaire will be done by Portland General Electric Co. (PGE) at fixed fee schedule agreed upon between the City and PGE. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
December 5, 1983 is approved

C. T. Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dick Fleming
Dave Jones
Pete Gonzalez

RECEIV
DEC 1983
RR & UTILITY UNIT

NOTED
HUNTER

December 1, 1983

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO
FOR

Info	Imms	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Fire Alarm Facilities Relocation
Fire Alarm Division, Bureau of Fire
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the City of Portland's fire alarm facilities dated October 21, 1983, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated for some time. Gary Kennen negotiated with the Bureau of Fire for over three years regarding the fire alarm facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the fire alarm facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 15, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $17,298.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter   Jack M. Cartwright
D. E. Swan   R. L. Fleming

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF JOSEPHINE

No. ______________

STATE OF OREGON, Department of)
Human Resources, Acting by and)
through the Senior Services)
Division,)
)
Plaintiff,)
)
v.)
)
ORVILLE A. LANG, dba LAUREL)
HILL NURSING CENTER, and)
JEANITA G. LANG, dba LAUREL)
HILL NURSING CENTER,)
)
Defendants.)

CONTRACT ACTION

1

Plaintiff is an agency of the State of Oregon and is responsible to administer payments to intermediate care facilities and skilled nursing facilities which render care to eligible patients pursuant to Title XIX of the Social Security Act, and ORS Chapter 410.

2

At all material times defendants were doing business as "Laurel Hill Nursing Center", a skilled nursing facility located in Grants pass, Oregon.

3

At all material times plaintiff and defendants were parties to a contract attached hereto as Exhibit A and incorporated by this reference. The contract generally obligated defendants to provide patient care to persons eligible for medical assistance and obligated plaintiff to pay defendants for the cost of the care in amounts determined by plaintiff. The amounts due under the contract is calculated annually on a retroactive basis. The annual calculation may result in a settlement overpayment due plaintiff or a settlement underpayment due defendants.

4

The year-end settlement for the period August 1, 1983 through August 31, 1984 reflected an overpayment due from defendants to plaintiff in the amount of $8,506 for the period August 1, 1983 through August 31, 1984. A letter, containing a demand in that amount and an audit report describing how the overpayment was calculated, was mailed to defendants by certified mail on May 10, 1985, which letter is attached hereto as Exhibit B and is incorporated by this reference. Defendants did not administratively appeal the demand. The demanded amount was due and owing on June 10, 1985, 30 days after receipt by defendant of most recent demand letter.

5

Defendants breached said contract by failing to tender the amount of the overpayment when due. Plaintiff has complied with all conditions precedent to enforcing the contract.

6

The contract does not specify the interest rate payable on overdue accounts. Pursuant to ORS 82.010 interest accrues on the overpayment amount at the rate of nine percent per annum from the date of obligation was due. Through October 15, 1986, the accrued interest on the principal balance was $1,033.20, which is due and owing plaintiff.

THEREFORE, plaintiff demands judgment against defendants for $8,506, plus accrued interest through October 15, 1986, in the amount of $1,033.20, plus interest on the principal balance from October 15, 1986, at the rate of nine percent plus plaintiff's costs and expenses incurred herein.

DAVE FROHNMAYER
Attorney General

Marcia L. Lance-Bumb
Marcia L. Lance-Bumb OSB# 83267
Assistant Attorney General
Department of Justice
Justice Building
Salem, OR 97310
Telephone: (503) 378-6986
Trial Attorney for Plaintiff

SSD # 3134[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
SENIOR SERVICES DIVISION
313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

INTERMEDIATE CARE FACILITY AGREEMENT

This Agreement is between the Department of Human Resources of the State of Oregon, through the Senior Services Division, hereinafter referred to as Division and

Laurel Hill Nursing Center
859 N.E. 6th Street
Grants Pass, Oregon 97526

hereinafter referred to as Provider.

INTRODUCTION

Pursuant to ORS 184.750 and ORS 441.060, the Department of Human Resources, through AFS Division, is the agency responsible for administering the Title XIX Medical Assistance Program in Oregon. By Agreement the SSD Administers the Title XIX Long-Term Care Services Program.

Section 1902 (a)(27) of Title XIX of the Social Security Act requires a State to enter into a written agreement with every person or institution providing services under the State Plan for Medical Assistance.

To participate in the Oregon Title XIX Medical Assistance Program, an Intermediate Care Facility must: (1) be licensed as a nursing home or hospital under the laws of Oregon; (2) be currently meeting on a continuing basis standards for licensure; (3) be administered by a licensed nursing home administrator who holds a current license or by a hospital administrator; and (4) meet on a continuing basis federal standards for participation in the Title XIX Medical Assistance Program.

Provider has filed an application with the State Health Division to provide, as a Intermediate Care Facility, health-related care and services to any and all persons eligible for the Title XIX Medical Assistance Program. The application is attached hereto and made a part of this Agreement.

All conditions apply to recipients who are receiving assistance under the General Assistance Program.

I. PROVIDER AGREES TO:

A. Comply with all Oregon Administrative Rules And State Statutes applicable to Intermediate Care Facilities under the Title XIX Long-Term Care Facility Services Program;

B. Comply with all applicable regulations as stated in the Title XIX Social Security Act and amendments thereto;

C. Inform Division prompty when individuals covered under the Title XIX Program are admitted to and discharged from the Intermediate Care Facility;

D. Notify Division immediately of any change in operating license issued by the State Health Division;

E. Respect the observance of religious beliefs of all Title XIX patients;

F. Provide cooperative methods and procedures relating to the utilization of care and services available as may be necessary to safeguard against unnecessary utilization of such care and services;

G. Submit annual cost statements within the time limits, using the forms and instructions specified in the Title XIX Long-Term Care Facility Services Guide.

H. Submit billings for SSD clients showing correct resident day counts, resident income, and payment rates.

Exhibit "A"

F. Comply with [illegible] Civil Rights Act of 1964 and Sec [illegible] Rehabilitation Act of 1973;

G. This Agreement shall not be transferable or assignable;

H. This Agreement is contingent upon the Provider correcting deficiencies in accordance with the written Plan of Correction submitted by Provider to the State Health Division and approved by that agency;

I. Conviction of the owner, or anyone having an ownership interest in the facility, or a criminal act involving Medicaid or Medicare laws, rules or regulations will be grounds for termination of this Agreement by the Division;

J. Any breach or violation of any of the foregoing provision shall make this Agreement subject to immediate cancellation;

K. Division may withhold payment as necessary because of violation of this Agreement until the violation can be remedied;

L. Provider, by entering into this Agreement, does not waive any right to contest the legality and validity of any statutes, regulations, and rules established by the Federal Government, State Health Division, Senior Services Division, any SSD branch office, State of Oregon, or any other governmental or private entity.

This Agreement commences on December 31, 1983
and terminates on December 31, 1984

This Agreement shall not become effective until approved by the Senior Services Division, State of Oregon.

APPROVED:

Laurel Hill Nursing Center
Name of Facility

Orville A. Lang
Authorized Signature (Administrator)

10-31-83
Date

APPROVED:

SENIOR SERVICES DIVISION
Reviewed by Program Manager for Program Content and Budget Authorization

Authorized Signature

11-4-83
Date

APPROVED:

Orville A. Lang Pres.
Signature of (Owner) Registered Agent for Corporation/Partnership, etc. (OWNER)
Juanita G. Lang Sec.

10-31-83
Date

SENIOR SERVICES DIVISION ADMINISTRATOR/DELEGATE

Edward M Hogan
Contracts Officer

11/8/83
Date

SSD # 31341-A

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
SENIOR SERVICES DIVISION
313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

Addendum to Agreement
for
Participation in the Title XIX Heavy Cost Program

Notwithstanding the provisions of that Agreement, it is further agreed and understood between Oregon State Senior Services Division (SSD) and,

Laurel Hill Nursing Center
859 N.E. 6th Street
Grants Pass, Oregon 97526

,hereinafter designated as Facility, as follows:

Senior Services agrees to pay Facility a special daily rate established by Division for the care of individuals identified by Division as eligible for 'heavy cost' care. The client must occupy a bed certified by the State Health Division and covered by an agreement with the Division. The 'heavy cost' payment for an eligible individual is in effect for a period specified by Division and extension will be re-assessed as determined by Division. The Facility agrees to provide supplies and services included in the all-inclusive rate, as specified in the Title XIX Long-Term Care Facility Services Guide. In addition, the facility will provide all exceptional nursing or personal services as required based on an assessment by the Division. The 'heavy cost' rate does not include those medical services, i.e. physician, physical therapy, pharmacy, dental, etc., paid through Title XIX, Title XVIII, Veterans Administration, etc., and personal incidental items authorized for payment from the client's personal incidental allowance (see Rule 461-17-160).

The Facility will maintain detailed, complete and accurate records of the care provided and the costs of the care. Records of services and costs will be made available to the Division upon request.

The modification, cancellation or continuation of the arrangement set forth in this addendum will be the responsibility of Division to renegotiate with the Facility.

This addendum is in effect ~~until~~ From December 31, 1983 to December 31, 1984. contingent upon the nursing facility agreement remaining in effect for this period.

This addendum may be cancelled by either party giving 60 days notice to the other party of intention to do so.

APPROVED:

Laurel Hill Nursing Center
Name of Facility

Orville A. Lang
Authorized Signature (Administrator)

10-31-83
Date

APPROVED:

SENIOR SERVICES DIVISION
Reviewed by Program Manager for Program Content and Budget Authorization

Authorized Signature

11-22-83
Date

APPROVED:

Orville A. Lang Pres.
Signature of (Owner) Registered Agent for Corporation/Partnership, etc. OWNER
Juanita G Lang Sec

10-31-83
Date

SENIOR SERVICES DIVISION ADMINISTRATOR/DELEGATE

Edward M Hogan
Contracts Officer

11/4/83
Date

SSD # 20549-1

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
SENIOR SERVICES DIVISION
313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

AMENDMENT
EXTENSION OF TITLE XIX INTERMEDIATE CARE FACILITY AGREEMENT

The Senior Services Division is extending the period covered by your Title XIX Intermediate Care Facility Agreement until a resurvey of your facility is completed. This extension is required inasmuch as this agency has not yet received a decision from the Oregon State Health Division regarding renewal of the Intermediate Care Facility Agreement. The Oregon State Health Division has provided documentation that the health and safety of patients is not jeopardized by this extension.

EXTENSION: The Title XIX Intermediate Care Facility Agreement between,

LAUREL HILL NURSING HOME
859 N.E. 6th Street
Grants Pass, Oregon 97526

and the Senior Services Division is extended through

December 31, 1983

Please sign one copy of this extension letter in the space indicated at the bottom of the letter and return at once to the Senior Services Division in the enclosed envelope. Attach the remaining copy of the letter to your copy of the Agreement.

If you have any questions, please contact Program Operation Section, Senior Services Division, Salem, Oregon 97310, Toll Free telephone -- Multnomah County 229-5700; all others 1-800-452-7813, ask for extension 378-3751.

I hereby acknowledge and accept this extension of my Title XIX Intermediate Care Facility Agreement.

APPROVED:

LAUREL HILL NURSING HOME
Name of Facility

Orville A. Lang
Authorized Signature

11-8-82
Date

APPROVED:

SENIOR SERVICES DIVISION
Reviewed by Program Manager for Program Content and Budget Authorization

Deborah L. Dodson
Authorized Signature

11-1-82
Date

APPROVED:

Orville A. Lang
Signature of (Owner) Registered Agent for Corporation/Partnership, etc.

11-8-82
Date

SENIOR SERVICES DIVISION ADMINISTRATOR/DELEGATE

M.J. Fajir
Contracts Officer

11-1-82
Date

SSD 155A (2/82)

VICTOR ATIYEH
GOVERNOR

SSD # 20549-AA

Department of Human Resources
SENIOR SERVICES DIVISION
313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

Addendum to Agreement
for
Participation in the Title XIX Heavy Cost Program

Notwithstanding the provisions of that Agreement, it is further agreed and understood between Oregon State Senior Services Division (SSD) and,

LAUREL HILL NURSING HOME
859 N.E. 6th Street
Grants Pass, Oregon 97526

,hereinafter designated as Facility, as follows:

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This addendum is in effect until December 31, 1983

contingent upon the nursing facility agreement remaining in effect for this period.

This addendum may be cancelled by either party giving 60 days notice to the other party of intention to do so.

APPROVED:	**APPROVED:**
LAUREL HILL NURSING HOME	
Name of Facility	**SENIOR SERVICES DIVISION** Reviewed by Program Manager for Program Content and Budget Authorization
Orville A. Lang	Deborah L. Dodson
Authorized Signature	Authorized Signature
11-8-82	11-1-82
Date	Date

APPROVED:

Orville A. Lang	11-8-82
Signature of (Owner) Registered Agent for Corporation/Partnership, etc.	Date

SENIOR SERVICES DIVISION ADMINISTRATOR/DELEGATE

Mg. Fajer	11-1-82
Contracts Officer	Date

SSD 157A (2/82)

20549

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
SENIOR SERVICES DIVISION
313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

INTERMEDIATE CARE FACILITY AGREEMENT

This Agreement is between the Department of Human Resources of the State of Oregon, through the Senior Services Division, hereinafter referred to as Division and

LAUREL HILL NURSING HOME
859 NE Sixth
Grants Pass, OR 97526

hereinafter referred to as Provider.

INTRODUCTION

Pursuant to ORS 184.750 and ORS 441.060, the Department of Human Resources, through AFS Division, is the agency responsible for administering the Title XIX Medical Assistance Program in Oregon. By Agreement the SSD Administers the Title XIX Long-Term Care Services Program.

Section 1902 (a)(27) of Title XIX of the Social Security Act requires a State to enter into a written agreement with every person or institution providing services under the State Plan for Medical Assistance.

To participate in the Oregon Title XIX Medical Assistance Program, an Intermediate Care Facility must: (1) be licensed as a nursing home or hospital under the laws of Oregon; (2) be currently meeting on a continuing basis standards for licensure; (3) be administered by a licensed nursing home administrator who holds a current license or by a hospital administrator; and (4) meet on a continuing basis federal standards for participation in the Title XIX Medical Assistance Program.

Provider has filed an application with the State Health Division to provide, as a Intermediate Care Facility, health-related care and services to any and all persons eligible for the Title XIX Medical Assistance Program. The application is attached hereto and made a part of this Agreement.

All conditions apply to recipients who are receiving assistance under the General Assistance Program.

I. PROVIDER AGREES TO:

A. Comply with all Oregon Administrative Rules And State Statutes applicable to Intermediate Care Facilities under the Title XIX Long-Term Care Facility Services Program;

B. Comply with all applicable regulations as stated in the Title XIX Social Security Act and amendments thereto;

C. Inform Division prompty when individuals covered under the Title XIX Program are admitted to and discharged from the Intermediate Care Facility;

D. Notify Division immediately of any change in operating license issued by the State Health Division;

E. Respect the observance of religious beliefs of all Title XIX patients;

F. Provide cooperative methods and procedures relating to the utilization of care and services available as may be necessary to safeguard against unnecessary utilization of such care and services;

G. Submit annual cost statements within the time limits, using the forms and instructions specified in the Title XIX Long-Term Care Facility Services Guide.

H. Submit billings for SSD clients showing correct resident day counts, resident income, and payment rates.

F. Comply with Title VI, Civil Rights Act of 1964 and Section 504 of the Rehabilation Act of 1973;

G. This Agreement shall not be transferable or assignable;

H. This Agreement is contingent upon the Provider correcting deficiencies in accordance with the written Plan of Correction submitted by Provider to the State Health Division and approved by that agency;

I. Conviction of the owner, or anyone having an ownership interest in the facility, or a criminal act involving Medicaid or Medicare laws, rules or regulations will be grounds for termination of this Agreement by the Division;

J. Any breach or violation of any of the foregoing provision shall make this Agreement subject to immediate cancellation;

K. Division may withhold payment as necessary because of violation of this Agreement until the violation can be remedied;

L. Provider, by entering into this Agreement, does not waive any right to contest the legality and validity of any statutes, regulations, and rules established by the Federal Government, State Health Division, Senior Services Division, any SSD branch office, State of Oregon, or any other governmental or private entity.

This Agreement remains in effect until: December 31, 1982

This Agreement shall not become effective until approved by the Senior Services Division, State of Oregon.

APPROVED:

LAUREL HILL NURSING HOME
Name of Facility

Authorized Signature

March 9, 1982
Date

APPROVED:

x Orville A. Lang
Signature of (Owner) Registered Agent for Corporation/Partnership, etc.

APPROVED:

SENIOR SERVICES DIVISION
Reviewed by Program Manager for Program Content and Budget Authorization

Lynn Roth
Authorized Signature

April 28, 1982
Date

Date

SENIOR SERVICES DIVISION ADMINISTRATOR/DELEGATE

Henderson
Contracts Officer

3-11-82
Date

SSD 156 (2/82)

1859

VICTOR ATIYEH
GOVERNOR

SSD # 20549

Department of Human Resources

SENIOR SERVICES DIVISION

313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

Addendum to Agreement for Participation in the Title XIX Heavy Cost Program

Notwithstanding the provisions of that Agreement, it is further agreed and understood between Oregon State Senior Services Division (SSD) and,

LAUREL HILL NURSING HOME
859 NE Sixth
Grants Pass, OR 97526

,hereinafter designated as Facility, as follows:

Senior Services agrees to pay Facility a special daily rate established by Division for the care of individuals identified by Division as eligible for 'heavy cost' care. The client must occupy a bed certified by the State Health Division and covered by an agreement with the Division. The 'heavy cost' payment for an eligible individual is in effect for a period specified by Division and extension will be re-assessed as determined by Division. The Facility agrees to provide supplies and services included in the all-inclusive rate, as specified in the Title XIX Long-Term Care Facility Services Guide. In addition, the facility will provide all exceptional nursing or personal services as required based on an assessment by the Division. The 'heavy cost' rate does not include those medical services, i.e. physician, physical therapy, pharmacy, dental, etc., paid through Title XIX, Title XVIII, Veterans Administration, etc., and personal incidental items authorized for payment from the client's personal incidental allowance (see Rule 461-17-160).

The Facility will maintain detailed, complete and accurate records of the care provided and the costs of the care. Records of services and costs will be made available to the Division upon request.

The modification, cancellation or continuation of the arrangement set forth in this addendum will be the responsibility of Division to renegotiate with the Facility.

This addendum is in effect until December 31, 1982

contingent upon the nursing facility agreement remaining in effect for this period.

This addendum may be cancelled by either party giving 60 days notice to the other party of intention to do so.

APPROVED:

Laurel Hill Nursing Home
Name of Facility

✓ Cheryl K. Kim
Authorized Signature

March 9, 1982
Date

APPROVED:

SENIOR SERVICES DIVISION
Reviewed by Program Manager for Program Content and Budget Authorization

Lynn Roth
Authorized Signature

April 28, 1982
Date

APPROVED:

X Orville R. Lang
Signature of (Owner) Registered Agent for Corporation/Partnership, etc.

Date

SENIOR SERVICES DIVISION ADMINISTRATOR/DELEGATE

Contracts Officer

4-28 82
Date

SSD 157A (2/82)

0890085

85 281

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
SENIOR SERVICES DIVISION
313 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

May 8, 1985

Laurel Hill Nursing Home
859 NE 6th St.
Grants Pass, OR 97526

MMIS Number: 803429

Enclosed is our audit report covering your Nursing Facility Financial Statement submitted for the period August 1, 1983 through August 31, 1984.

As part of this audit, the following settlement rates were computed:

RATE		FOR THE PERIOD
ICF/RG	$35.76*	8/1/83 through 8/31/84

Please review the enclosed audit report. If you disagree with the enclosed information, you may request an Administrative Review by notifying the Senior Services Division, Financial Audit Unit, 313 Public Service Building, Salem, Oregon 97310 in writing within fifteen (15) days of receipt of this letter. Notification identifying your disagreement must be postmarked within the 15-day limit.

The above settlement rates result in an overpayment of $8,506. This amount is due and payable within thirty (30) days.

Please send remittance to the Adult and Family Services Division, Administrative Services Unit, 3218 Pringle Road SE, Salem, Oregon 97302

Sincerely,

Chester G. Cary

Chester G. Cary, Supervisor
Financial Audit Unit
Program Monitoring Section

CGC:TJ:rt
0815A/G7(a)

Enclosures

*Settlement by weighted average.

OK TO PROCESS
Date 5-14-85
By: JJ

Exhibit "B"

S

Schwartz

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

November 7, 1983

In Reply Refer To
File No.:

NOTED
W. E. SCHWARTZ

OM MRE ~~CE~~ PPM CE
TOS ME
US PDM
CSA Metro Region TAM
CO PA EM BUD LM

RECEIVED
STATE HWY ENGR
NOV 8 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JOHN P. LEE, Administrator
Providence Medical Center
4805 NE Glisan Street
Portland, OR 97213-2967

This is in response to your November 2, 1983 letter and several phone calls. Please be advised that we have been making a sincere effort to keep Providence Medical Center, as well as the other businesses and the public, advised of ramp closures and any other activities that would result in inconvenience to people.

Consistent with this our Vickie Rocker has been talking with your Maggie Lang weekly and sometimes more often to keep Providence specifically advised. On occasion we slip up, or there is insufficient time to provide the normal notification.

The event in question, a temporary closure of the 57th ramp, we did advise the news media, but we did not advise Providence. The closure was planned for two hours duration. As it developed the ramp was closed for a little over three hours. We will make an effort to keep Providence advised of traffic changes which would have an effect on the hospital.

Your point about having signs west of the 33rd off-ramp advising of the 57th ramp closure is well taken. We have done this in the past and will attempt to do it on future ramp closures.

ALLAN C. HARWOOD
Region Operations Engineer

34-1850

5

POZZI WILSON ATCHISON O'LEARY & CONBOY

ATTORNEYS AT LAW
SUITE 910 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE 226-3232
OREGON WATS # 1-800-452-2122

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
DAN O'LEARY
RAYMOND J. CONBOY
KEITH E. TICHENOR
JAN THOMAS BAISCH
JEFFREY S. MUTNICK
ROBERT K. UDZIELA
DAVID A. HYTOWITZ
JOHN S. STONE
DANIEL C. DZIUBA
RICHARD S. SPRINGER
JUDITH E. BASKER
WILLIAM H. SCHULTZ
PETER W. PRESTON

OF COUNSEL
WILLIAM L. DICKSON

PHILIP A. LEVIN
(1928-1967)

November 1, 1983

CERTIFIED MAIL
RETURN RECEIPT
REQUESTED

State of Oregon
Dept. of General Services
1225 Ferry St., S.E.
Salem, Oregon 97310

Tri-County Metropolitan
Transportation District
Mr. James E. Cowen, General Manager
Mr. Gerard K. Drummond, Chairman
4012 S.E. 17th
Portland, Oregon 97202

Multnomah County Board
of Commissioners
Gordon Shadburne, Chairman
1021 S.W. 4th Ave., Room 606
Portland, Oregon 97204

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO Schwartz
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-3-83
work with Sollie on reply.
cc Sollie
11/3

Gentlemen:

This office, through myself and Mr. William Dickson, represents Dorothy M. Harper and James A. Thompsen, Trustee under the Will of Kenneth G. Edick, deceased, with respect to their interest in real estate and a commercial building at 6925 N.E. Halsey Street, Portland, Oregon. The commercial building at that address presently houses a Circle K convenience store operated under lease to the owners of the property, Mrs. Harper and Mr. Thompsen as Trustee of Mr. Edick's estate.

Earlier this year, the Oregon Department of Transportation and the R.A. Hatch Construction Company began work on the east Multnomah County fast rail project through the Banfield corridor. As part of that project, the Department of Transportation filed eminent domain proceedings against Mrs. Harper and Mr. Thompsen as owners of the property in question for a limited term right-of-way for construction purposes. That suit is pending in court.

In the meantime, we have been informed that since commencement of actual construction in the area of the property in late July of 1983,

ES ✓

a significant amount of physical damage has occurred, not only to the real estate involved but also to the building presently housing the Circle K store. Large cracks have developed in the floor, ceiling and walls of the building, apparently the result of vibration from construction operations and other negligent acts in the course of construction. It appears that the conduct of the Department of Transportation in this project constitutes not only negligent destruction of property but also trespass and perhaps loss of lateral support of the land supporting the building.

At this time the building is unsafe for human occupancy, and the Circle K managers have shut down operations in the store. This, of course, has jeopardized the continuity and viability of the lease arrangement between Mrs. Harper and Mr. Thompson and the Circle K organization.

For all of these reasons, we hereby make demand upon you for payment of the full amount available to Mrs. Harper and Mr. Thompsen under the property damage provisions of the Oregon Tort Claims Act. By copy of this letter to the R.A. Hatch Construction Company, I am requesting that each of you immediately cease and desist from further operations which add to damage upon the property over and above that already incurred.

Communication on this matter may be had through this law office.

Sincerely yours,

Keith E. Tichenor

KET:db
cc: ✓Fred D. Miller,
  Oregon Dept. of Transportation
 Jack L. Sollis, Assistant
  Attorney General
 R.A. Hatch Construction Co.

RECEIVED
DOT DIRECTOR
NOV 2 '83
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Pla
Banfield

October 21, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson , Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Fire Alarm Facilities Relocation
Fire Alarm Division, Bureau of Fire
City of Portland
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Fire Alarm Division, Bureau of Fire, City of Portland to proceed with the relocation of their fire alarm facilities in conflict with this project as of July 15, 1982 is requested. An estimate of cost is being prepared by the Fire Alarm Division. Rough estimate of cost is $15,000. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost. Submission of this confirmation was inadvertently overlooked at the time the verbal authorization was given.

Advanced authorization date of
July 15, 1982 is approved

CTChristianson
C. T. Christianson, Area Engineer

RECEIVED
TECHNICAL SERVICES
OCT 25 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
R. L. Fleming
Pete Gonzalez

RECE[illegible]
OCT [illegible] 1983
RR & UTILITY UNIT

DATE: October 19, 1983

CON

TO: Kay Toran, Director
Affirmative Action
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: R. A. Hatch Company

Yes, I am aware of Tri-Met's decertification of Hopsing Construction, Inc., a subcontractor who is currently working with several prime contractors on highway construction projects.

Each jurisdiction has maintained responsibility for certifying, so consequently decertification by one jurisdiction does not necessarily mean that another jurisdiction will also decertify. As of this date, Hopsing Construction, Inc. is still certified by the Oregon Department of Transportation.

In September, the Office of the Inspector General, U. S. Department of Transportation, San Francisco Office, conducted a preliminary survey with the Oregon Department of Transportation to determine if further investigation is warranted. The preliminary report has been forwarded to the Secretary of Transportation in Washington, D. C.

The following background may be helpful to you. Each jurisdiction receiving financial assistance from an operating element (Federal Highway Administration, etc.) of the U. S. Department of Transportation must adhere to Title 49 Code of Federal Regulations Part 23 (49 CFR 23) subparts A, C, and D. These form the basis for the jurisdiction's minority business enterprise program.

The Oregon Department of Transportation's approved Minority Business Enterprise program includes the certification process to determine the eligibility of construction firms, suppliers, and consultants to be considered as a disadvantaged business enterprise (DBE), minority business enterprise (MBE), or a women business enterprise (WBE). These designations, DBE/MBE/WBE, are the result of final rules published July 21, 1983, implementing the Surface Transportation Assistance Act of 1982.)

At their option, jurisdictions may accept the certifications of other jurisdictions who have used criteria specified in 49 CFR 23.

If the Secretary of Transportation finds that certifications should be rescinded, that information is supplied to each Federal Region. Regions, in turn, notify their respective state highway agencies or departments of transportation.

We have had some discussions with other jurisdictions in the past relative to a single certification process or at least a recognition of another's process. For various reasons, we have not been able to come up with something acceptable to all.

I will advise you when we receive notification of further action by the Secretary of Transportation.

bc H. S. Coulter
W. E. Schwartz
Kay Turner
Vicki Nakashima

KT:cb LWR:fn

STATE OF OREGON

INTEROFFICE MEMO

TO: FRED MILLER

DATE: October 4, 1983

FROM: KAY DEAN TORAN K. D

NOTED
KAY TURNER

SUBJECT: R. A. HATCH COMPANY

I am aware that you have been informed of the decertification of Hopsing Construction Company, a minority subcontractor of R. A. Hatch Company.

The September 28, 1983 issue of the Portland Observer does a front page story on the decertification.

I do not know if or how this decertification will impact ODOT's certification, but questions are being raised by contractors from the Hispanic and Black community.

Will you provide our office with a status report on the certification of Hopsing as a minority contractor.

Thanks in advance.

KDT/oo

Enclosure

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DOT DIRECTOR
OCT 5 '83
REFER TO
Turner
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

cy coulter

'Minority' sub decertified

Observer 4-28-83

by Robert Lothian

The Inspector General's office of the Federal Highway Administration is conducting an inquiry into the subcontracting practices of R.A. Hatch Co., a major contractor in the Banfield light rail project.

The inquiry concerns Hatch's role in awarding subcontracts to Hopsing Construction Company of Salem, which is certified by the Oregon Dept. of Transportation and the Federal Highway Administration as a minority business enterprise (MBE). The company has been able to snag subcontracts under the provisions of the 1982 Surface Transportation Assistance Act, which mandates that at least 10% of federal construction funding must be contracted out to "small business concerns owned and controlled by socially and economically disadvantaged individuals."

In August, Tri-Met decertified Hopsing from participating as a minority subcontractor in the $6.9 million contract it awarded R.A. Hatch Co. for construction of a 2.7 mile section of the Banfield light rail line between 146th and 197th Avenues. Hatch had awarded Hopsing, as low bidder, over $1 million in minority subcontracts required in the original Tri-Met contract.

While 51% of Hopsing is owned by Christopher C. Scarratt, a Japanese-American, 49% of the company is owned by Richard N. Hatch, brother of R.A. Hatch. An investigation by Tri-Met MBE specialist Angelica Chatham showed that as far as management of Hopsing was concerned, "evidence showed it was R.N. Hatch," the non-minority owner.

According to Chatham's report, Hopsing was found not to be an independent business, "whose ownership and control by minorities is real, substantial and continuing, and goes beyond pro forma ownership as reflected in its legal documents." Details of the relationship of R.N. Hatch to his brother's company are unclear.

The Inspector General's inquiry surrounds these issues, but it will be some time before the outcome becomes public, according to an FHA spokesman. The fact that the FHA is conducting an inquiry does not necessarily mean there is evidence of wrongdoing, he said.

According to Chatham, a Black-owned firm, Winston Construction Co. of Battleground, Washington, has been substituted for Hopsing by R.A. Hatch.

But because it remains certified by the Oregon Dept. of Transportation and the Federal Highway Administration, Hopsing continues work on another R.A. Hatch awarded minority subcontract: $1,437,976 for work on phase two of the light rail project between N.E. 39th and 82nd Avenues.

According to Kay Turner, contract compliance manager with the Oregon Dept. of Transportation, "Hopsing has qualified under our program from the beginning...up to this point the state has had no reason not to continue certifying Hopsing Construction, Inc., which is at least 51% owned by an Asian-American." Hopsing has been decertified by the state of Washington, according to Chatham.

Chatham said her investigation uncovered a number of issues which called into question Hopsing's role as a minority-owned and controlled enterprise.

For one, she said, the minority owner of Hopsing proved to be more a foreman than an actual company manager. He is paid an hourly rate, and has no office of his own, but uses the same Salem office and phone as Richard N. Hatch.

Hopsing's by-laws, according to Chatham's findings, restricted the minority from making "independent, unilateral business decisions of the firm." His management role consisted of (in his words) "going over the papers" with R.N. Hatch.

Also, continues Chatham's report, "The minority states to have contributed no capital to the firm to acquire interest. Money contributed initially is reported to have come from the non-minority owner" (R.N. Hatch).

In addition, "The minority states

Please turn to page 2 column 4

Hatch

(Continued from page 1 column 6)

that no capital has been contributed subsequent to its initial subscription to the firm's capital stock. The note payable to the corporation by the minority shareholder continues to accrue interest, has no specific repayment terms, and is carried on the financial statements of the corporation as a long-term liability."

Chatham's investigation also found that R.A. Hatch Co. has agreed to guarantee financial obligations of Hopsing, which rents 'substantial" amounts of equipment from Hatch, and which has received bonds co-signed by R.A. Hatch.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) & UMTA-OR-23-9001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
OCT 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 5/17/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2 10/24

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/6/83 this will confirm the advance approval date of 5/17/82 to proceed with the actual adjustments for Northwest Natural Gas Company's gas main relocation in addition to that previously authorized on 5/17/82 for work at station "LRT" 2089 and 2095. Reimbursement on an actual cost basis estimated to be $8,832 Federal Funds $7,507 is approved.

I approve the Agreement with Northwest Natural Gas Company.

The above approval is contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 10/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Ha

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Oregon State District Council of Carpenters
AFL CIO

MARVIN HALL
Executive Secretary-Treasurer

Phone (503) 231-4998
1-800-452-2431

RECEIVED
STATE HWY ENGR
OCT 17 '83
REFER TO Schwartz
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 14, 1983

Ed Woodruff
U.S. Dept. of Labor
Wage & Hour Office
909 - First Avenue
Seattle, WA 98174

NOTED
W. E. SCHWARTZ

Dear Ed:

I have enclosed herein a copy of Fred Miller's letter, addressed to me, and concerning the R.A. Hatch Company Pension Plan.

As you can see, Mr. Miller and Mr. Blackman (also of the U.S. Dept. of Labor) are of the opinion that, because the R.A. Hatch Pension Plan meets the requirements established by E.R.I.S.A., it also meets those of the Davis-Bacon Act.

I feel this is an erronious assumption. Mr. Miller fails to address the question put forth in my letter to him, dated September 6, 1983, which is, "Has the R.A. Hatch Money Purchase Pension Plan 001 received approval of the Secretary of Labor of the United States?" Specifically, does Plan 001 constitute a permissable Payroll Deduction without such approval?

Title 29 C.F.R., Part 3, Section 3.5, Part D (2) (i) states such deductions are permissible if it is, "Voluntarily consented to by the employee in writing and in advance of the period in which the work is to be done, and such consent is not a condition either for the obtaining of, or for the continuation of, employment". We seriously doubt that Plan 001 meets these requisites, and question whether or not any agency has investigated this situation.

I would very much appreciate your assistance in regard to this matter and look forward to hearing from you soon. If you have any questions please call me at (503) 231-4998.

Sincerely yours,

OREGON STATE DISTRICT COUNCIL
of Carpenters

James D. Fox, Area Coordinator
Organ. & Research Div.

JDF/tl opeu#11 afl-cio

Encl:Fred Miller letter

NOTED
H.S.COULTER

EOH

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1983

IN REPLY REFER TO
FILE NO.
CON

James D. Fox
Area Coordinator
Oregon State District Council
of Carpenters
901 S. E. Oak Street
Portland, OR 97214

The Oregon Department of Transportation requires the R. A. Hatch Company to meet all Davis-Bacon requirements of this contract.

Your letter of September 6, 1983, questioned the pension plan being used by the R. A. Hatch Company in lieu of the payment of fringe benefits.

The Portland firm of Benetech, Inc., has submitted, on behalf of the R. A. Hatch Company, a pension plan to the Internal Revenue Service for routine qualification of an Employee Retirement Income Security Act (ERISA) approved plan. This plan is 100 percent vested from the first hour of employment. Mr. Charles Blackmann, U. S. Department of Labor, Seattle, Washington, has advised us that pension plans of this nature meet the requirements of the Davis-Bacon Act.

In the interim, the fringe monies are being deposited in a First Interstate Bank trust account. Each employee is credited with their appropriate proportionate amount.

Fred D. Miller

Fred D. Miller
Director

5

RECEIVED
STATE HWY ENGR
OCT 12 '83
REFER TO Schwartz
FOR

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NOTED
W. E. SCHWARTZ

IN THE CIRCUIT COURT OF OREGON
FOR THE COUNTY OF MULTNOMAH

THE STATE OF OREGON, by and through its Department of Transportation, Highway Division,
Plaintiff,
v.
INTERNATIONAL UNION OF OPERATING ENGINEERS, Local No. 701, AFL-CIO, a labor organization; and Construction & General Laborers Union Local No. 320, a labor organization,
Defendants.

CASE NO. 83-0805297

ORDER FOR PRELIMINARY INJUNCTION

This matter coming on for hearing before the undersigned Judge at the above entitled court on August 22, 1983 and for a completion of said hearing on September 30, 1983, on plaintiff's motion for a temporary restraining order. Plaintiff appeared through Jack L. Sollis, of attorneys for plaintiff, and defendants appeared through their counsel, Gene B. Mechanic. The parties having agreed that the hearing would serve as a hearing for a Preliminary Injunction. The court having considered the evidence presented by both parties and the arguments of counsel, having retained jurisdiction, having found a "labor dispute" between defendants and R. A. Hatch Co., but having also found that this case does not involve or grow out of a labor dispute, and, therefore, not within ORS Chapter 662, and having balanced the issues of U.S. Constitution 1st Amendment Freedom of Speech and highway safety, and the court having further decided that although the picketing referred to in the complaint involves and/or grows out of a labor dispute, the State's "Little Norris

E&16

LaGuardia Act" (ORS 662.010 et sic) does not apply because the labor dispute is not the proximate cause of the issues raised in this case, hereby issues the following Preliminary Injunction:

IT IS HEREBY ORDERED THAT:

1. No moving signs, including the small hand-held signs described in the testimony as being approximately 2 x 4 feet in size, shall be displayed on any of the following overcrossings: 42nd Street, 47th Street, 53rd Avenue, 60th Street,two crossings of Halsey Street, 74th Street and 82nd Avenue, as described in plaintiff's complaint so as to be visible to the motorists traveling on the Banfield Freeway.

2. No pickets shall be allowed to waive their arms or conduct any other activity that would distract the motorists on the freeway, but may walk back and forth on the overcrossing and may display signs on sandwich boards or by other such methods so that the messages are only visible to the motoring traffic travelling on the overcrossing and so as not to be visible to the traffic on the Banfield freeway.

3. Four-by-eight foot signs will be allowed with one sign on each overcrossing for each direction of traffic. The signs shall contain letters that will be thirteen inches high for capitol letters and ten inches high for regular letters and shall follow the signing and lettering requirements contained in the Manual on Uniform Traffic Control Devices. The background color on these signs must be one of the reserved colors contained in the Manual on Uniform Traffic Control Devices and those reserved colors are: purple, light blue, coral and strong yellow-green. This is contained in section 2A-11 on page 2A-5 of the Uniform Manual on

Traffic Control Devices. The signs shall be secured as was indicated by the testimony at the hearing.

4. The signs allowed in the immediately preceeding paragraph shall not be erected during inclement weather, and shall not be erected or remain erected if the wind is gusting at 20 mph or more. Said signs shall only be allowed between 9:00 a.m. and 3:30 p.m. Monday through Friday and during daylight hours on Saturday and Sunday.

5. There shall be no pickets allowed to display signs on the shoulders of the Banfield Freeway within the highway right of way or along side the off-ramps or on-ramps of the freeway.

6. The State is instructed to advise the court and defendant's counsel of any accidents on the Banfield Freeway within the project that may be attributable to the signs allowed pursuant to this order.

7. This court will keep continuing jurisdiction over this matter and any matter concerning the contents of this order or other matters relating to the signs described in this order, and any other issues, may be brought to the court's attention at any time by either party.

8. Defendants shall take out or keep in effect an all purpose liability coverage equal to an amount which is required for motorists within the State of Oregon.

9. Paragraphs 1, 2, 5, 6, 7 and 8 of this Order shall be effective immediately, and paragraphs 3 and 4 shall become effective on October 23, 1983.

IT IS FURTHER ORDERED that this preliminary injunction shall remain

//

in force and effect during the pending of the above-referenced case or until further order of the court.

DATED this ______ day of October, 1983.

Charles S. Crookham
Presiding Judge

PRESENTED BY:

Jack L. Sollis (OSB No. 52103)
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF OREGON

FOR THE COUNTY OF MULTNOMAH

THE STATE OF OREGON, by and through its Department of Transportation, Highway Division, Plaintiff, v. INTERNATIONAL UNION OF OPERATING ENGINEERS, Local No. 701, AFL-CIO, a labor organization; and Construction & General Laborers Union Local No. 320, a labor organization, Defendants.	CASE NO. 83-0805297 ORDER DENYING MOTION TO DISMISS

This matter coming to be heard upon Defendants' Motion to Dismiss on September 30, the Court having considered the motion and the arguments of counsel, Gene B. Mechanic for Defendants and Jack L. Sollis for Plaintiffs, this Court hereby issues the following:

IT IS HEREBY ORDERED THAT Defendants Motion to Dismiss is denied.

DATED this ______ day of October, 1983

Charles S. Crookham
Presiding Judge

PRESENTED BY:

Jack L. Sollis (OSB No. 52103)
Of Attorneys for Plaintiff

October 6, 1983

CON

James D. Fox
Area Coordinator
Oregon State District Council
of Carpenters
901 S. E. Oak Street
Portland, OR 97214

The Oregon Department of Transportation requires the R. A. Hatch Company to meet all Davis-Bacon requirements of this contract.

Your letter of September 6, 1983, questioned the pension plan being used by the R. A. Hatch Company in lieu of the payment of fringe benefits.

The Portland firm of Benetech, Inc., has submitted, on behalf of the R. A. Hatch Company, a pension plan to the Internal Revenue Service for routine qualification of an Employee Retirement Income Security Act (ERISA) approved plan. This plan is 100 percent vested from the first hour of employment. Mr. Charles Blackmann, U. S. Department of Labor, Seattle, Washington, has advised us that pension plans of this nature meet the requirements of the Davis-Bacon Act.

In the interim, the fringe monies are being deposited in a First Interstate Bank trust account. Each employee is credited with their appropriate proportionate amount.

Fred D. Miller
Director

bc H. S. Coulter
C. T. Keasey
Ed Hardt
J. L. Widmer

JLW:cb fn

Oregon State District Council of Carpenters
AFL CIO

MARVIN HALL
Executive Secretary-Treasurer

Phone (503) 231-4998
1-800-452-2431

RECEIVED
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SEP 9 '83
REFER TO
Turner
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September 6, 1983

Fred Miller, Director
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310

WES

Dear Mr. Miller:

This letter is in reference to Davis-Bacon requirements on the Banfield Light Rail Project No. 9594 as awarded by the State Dept. of Transportation. In our review of the certified payrolls from the R.A. Hatch Co. of Bend, Oregon we note the fringe benefit portion of the prevailing wage has been remitted to the R.A. Hatch Company Money Purchase Pension Plan 001.

Our review of the Summary Plan Discription (SPD) and our investigation into Title 29 leads us to ask if, after 10 months into the project, whether or not the R.A. Hatch Money Purchase Pension Plan 001 has received approval of the Secretary of Labor of the United States, and if not, how long you intend to continue to allow unauthorized deductions under the Copleland Act.

For authority of this statement I site Title 29 C.F.R., Part 3. I bring your attention to Section 3.5 (Payroll Deductions permissable without application to or approval of the Secretary of Labor), Part D (2) (i) "Voluntarily consented to by the employee in writing and in advance of the period in which the work is to be done and such consent is not a condition either for the obtaining of, or for continuation of employment". I have enclosed a copy of Section 3.5 in its' entirety

If we are mistaken and permission from the Secretary, or compliance to Part 3, can be verified to us, we most humbly apologize for any inconvenience. If the opposite is true, then we must ask the Government Agencies with jurisdiction to move to uphold the law.

As I am sure you will agree, it is in the best interest of all parties to see that Public Works are competitively bid, and that all the specifications are adhered to. Your earliest reply to this letter will be most greatly appreciated.

Sincerely,
OREGON STATE DISTRICT COUNCIL
of Carpenters

James D. Fox

James D. Fox, Area Coordinator

JDF/tl opeu#11 afl-cio

901 S.E. Oak Street • Room 204 • Portland, Oregon 97214-1366

cc: John R. Checkett, Area Office Director
U.S. Dept. of Labor
Employment Standards Div.
1220 S.W. Morrison, Suite 701
Portland, OR 97205

Senator Mark O. Hatfield
P.O. Box 732
Salem, OR 97308

Senator Bob Packwood
1220 S.W. 3rd - Room 385
Portland, OR 97204

Congressman Ron Wyden
P.O. Box 3621
Portland, OR 97208

Earl Kirkland, Secretary
Columbia Pacific Bldg. Trades Cncl.
7528 SE Foster, Room 203
Portland, OR 97206

Niel Vermeer, Chairman Hvy & Hwy Committee
District Council of Laborers
10245 S.E. Holgate
Portland, OR 97266

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of this section subject to such conditions as the Secretary of Labor may specify.

[29 F.R. 95, Jan. 4, 1964, as amended at 33 F.R. 10186, July 17, 1968]

Section 3.4 Submission of weekly statements and the preservation and inspecion of weekly payroll records.

(a) Each weekly statement required under § 3.3 shall be delivered by the contractor or subcontractor, within seven days after the regular payment date of the payroll period, to a representative of a Federal or State agency in charge at the site of the building or work, or, if there is no representative of a Federal or State agency at the site of the building or work, the statement shall be mailed by the contractor or subcontractor, within such time, to a Federal or State agency contracting for or financing the building or work. After such examination and check as may be made, such statement, or a copy thereof, shall be kept available, or shall be transmitted together with a report of any violation, in accordance with applicable procedures prescribed by the United States Department of Labor.

(b) Each contractor or subcontractor shall preserve his weekly payroll records for a period of three years from date of completion of the contract. The payroll records shall set out accurately and completely the name and address of each laborer and mechanic, his correct classification, rate of pay, daily and weekly number of hours worked, deductions made, and actual wages paid. Such payroll records shall be made available at all times for inspection by the contracting officer or his authorized representative, and by authorized representatives of the Department of Labor.

Section 3.5 Payroll deductions permissible without application to or approval of the Secretary of Labor.

Deductions made under the circumstances or in the situations described in the paragraphs of this section may be made without application to and approval of the Secretary of Labor:

(a) Any deduction made in compliance with the requirements of Federal, State, or local law, such as Federal or State withholding income taxes and Federal social security taxes.

(b) Any deduction of sums previously paid to the employee as a bonafide prepayment of wages when such prepayment is made without discount or interest. A "bona fide prepayment of wages" is considered to have been made only when cash or its equivalent has been advanced to the person employed in such manner as to give him complete freedom of disposition of the advanced funds.

(c) Any deduction of amounts required by court process to be paid to another, unless, the deduction is in favor of the contractor, subcontractor or any affiliated person, or when collusion or collaboration exists.

(d) Any deduction constituting a contribution on behalf of the person employed to funds established by the employer or representatives of employees, or both, for the purpose of providing either from principal or income, or both, medical or hospital care, pensions or annuities on retirement, death benefits, compensation for injuries, illness, accidents, sickness, or disability, or for insurance to provide any of the foregoing, or unemployment benefits, vacation pay, savings accounts, or similar payments for the benefit of employees, their families and dependents: *Provided, however,* That the following standards are met: (1) The deduction is not otherwise prohibited by law; (2) it is either: (i) Voluntarily consented to by the employee in writing and in advance of the period in which the work is to be done and such consent is not a condition either for the obtaining of or for the continuation of employment, or (ii) provided for in a bona fide collective bargaining agreement between the contractor or subcontractor and representatives of its employees; (3) no profit or other benefit is otherwise obtained, directly or indirectly, by the contractor or subcontractor or any affiliated person in the form of commission, dividend, or otherwise; and (4) the deductions shall serve the convenience and interest of the employee.

(e) Any deduction contributing toward the purchase of United States Defense Stamps and Bonds when voluntarily authorized by the employee.

(f) Any deduction requested by the employee to enable him to repay loans to or to purchase shares in credit unions organized and operated in accordance with Federal and State credit union statutes.

(g) Any deduction voluntarily authorized by the employee for the making of contributions to governmental or quasi-governmental agencies, such as the American Red Cross.

(h) Any deduction voluntarily authorized by the employee for the making of contributions to Community Chests, United Givers Funds, and similar charitable organizations.

(i) Any deductions to pay regular union initiation fees and membership dues, not including fines or special assessments: *Provided, however,* That a collective bargaining agreement between the contractor or subcontractor and representatives of its employees provides for such deductions and the deductions are not otherwise prohibited by law.

(j) Any deduction not more than for the "reasonable cost" of board, lodging, or other facilities meeting the requirements of section 3(m) of the Fair Labor Standards Act of 1938, as amended, and Part 531 of this title. When such a deduction is made the additional records required under § 516.27(a) of this title shall be kept.

(k) And deduction for the cost of safety equipment of nominal value purchased by the employee as his own property for his personal protection in his work, such as safety shoes, safety glasses, safety gloves, and hard hats, if such equipment is not required by law to be furnished by the employer, if such deduction is not violative of the Fair Labor Standards Act or prohibited by other law, if the cost on which the deduction is based does not exceed the actual cost to the employer where the equipment is purchased from him and does not include any direct or indirect monetary return to the employer where the equipment is purchased from a third person, and if the deduction is either (1) voluntarily consented to by the employee in writing and in advance of the period in which the work is to be done and such consent is not a condition either for the obtaining of employment or its continuance; or (2) provided for in a bona fide collective bargaining agreement between the contractor or subcontractor and representatives of its employees.

[36 F.R. 9770, May 28, 1971.]

Section 3.6 Payroll deductions permissible with the approval of the Secretary of Labor.

Any contractor or subcontractor may apply to the Secretary of Labor for permission to make any deduction not permitted under § 3.5. The Secretary may grant permission whenever he finds that:

(a) The contractor, subcontractor, or any affiliated person does not make a profit or benefit directly or indirectly from the deduction either in the form of a commission, dividend, or otherwise;

(b) The deduction is not otherwise prohibited by law;

(c) The deduction is either (1) voluntarily consented to by the employee in writing and in advance of the period in which the work is to be done and such consent is not a condition either for the obtaining of employment or its continuance, or (2) provided for in a bona fide collective bargaining agreement between the contractor or subcontractor and representatives of its employees; and

(d) The deduction serves the convenience and interest of the employee.

Section 3.7 Applications for the approval of the Secretary of Labor.

Any application for the making of payroll deductions under § 3.6 shall comply with the requirements prescribed in the following paragraphs of this section:

(a) The application shall be in writing and shall be addressed to the Secretary of Labor.

(b) The application need not identify the contract or contracts under which the work in question is to be performed. Permission will be given for deductions on all current and future contracts of the applicant for a period of 1 year. A renewal of permission to make such payroll deduction will be granted upon the submission of an application which makes reference to the original application, recites the date of the Secretary of Labor's approval of such deductions, states affirmatively that there is continued compliance with the standards set forth in the provisions of § 3.6, and specifies rll 9574

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) and UMTA-OR-23-9001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/8/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 9/28/83 I approve the revised utility costs for the City of Portland, Bureau of Water Works for the NE 60th Avenue Undercrossing to include the Construction Engineering and inspection costs to a TEC of $578,733.69 Federal Funds $467,723.69.

(Increase TEC $11,199.69 Federal Funds $9,519.69)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR

OCT 7 '83

REFER TO
Potter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/7

14. DATE 10/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9594

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rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) and UMTA-OR-23-9001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

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Dale E. Wilken, Division Administrator
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4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utililty adjustment

13. REMARKS

As requested by Mr. Potter's letter of 9/22/83 this will confirm the advance approval date of 3/21/83, contingent upon modification of project agreement if additional funds are required, to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water main relocation at the NE 82nd Avenue Overcrossing on an actual cost basis estimated to be $13,183 Federal Funds $11,205.55.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | File

Orig to
10/7

14. DATE 9/30/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

7314

5

September 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Sanitary Sewer Relocation
Bureau of Sanitary Engineering
City of Portland
N.E. 60th Ave. Undercrossing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Reference is made to D. E. Swan's letter of March 3, 1984 which submitted the Bureau of Water Works estimate of cost and sketch for the relocation of water and sanitary sewer facilities in conflict with the subject project, and to your Letter of Approval and/or Authorization (PR-1240) dated March 8, 1983. Copies of both are enclosed for your convenience.

At the request of the Bureau of Sanitary Engineering, the Bureau of Water Works included the relocation of sanitary sewer line facilities in N.E. Willow Street as part of the relocation work to be let to contract by the Bureau of Water Works. The estimated cost of the sanitary sewer line relocation was $106,156 and the contract low bid by Parson's Excavation, Inc. was $68,170.56. Copies of the estimate and low bid are enclosed.

Due to an oversight, the cost of construction engineering and inspection by the Bureau of Sanitary Engineering was not included in the estimate of cost provided by the Bureau of Water Works for contracted relocation work.

RECEIVED
TECHNICAL SERVICES
SEP 29 '83
REFER TO
FOR
File
Act
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D/R
R/D
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Info

The Bureau of Sanitary Engineering has submitted a partial billing in the amount of $11,199.69 for construction engineering. The Bureau of Sanitary Engineering has advised that this covers the bulk of the engineering costs. The $11,199.69 engineering cost is 16.43% of the low bid construction cost of $68,170.56. This amount of engineering cost appears to be high for the work involved. The State intends to withhold 10% of the cost pending explanation of type of engineering performed, reason for high cost and completion of audit by Highway Accounting Section.

The construction engineering and inspection is required and the Bureau of Sanitary Engineering is entitled to reimbursement.

Your approval of a substantiated actual cost reimbursement and authorization the the Bureau of Sanitary Engineering and inspection as of the same date authorized for the relocation work, February 8, 1983, is requested. Estimated cost to the project is $11,199.69.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter✓
D. E. Swan
R. A. Sandmann
J. M. Cartwright
R. L. Fleming

RONALD REAGA

two-week visit to the Soviet Union the day before the inci t

NATO nations are considering restricting Soviet airlines flights.

State cites construction accident

by Robert Lothian

The Tri-Met board recently awarded non-union R.A. Hatch Co. a 6.9 million contract to build a 2.7 nile section of the Banfield light rail ne between 146th and 197th avenues.

Local construction unions say ney will picket Hatch's work on the ew contract, as they have on his urrent $29 million contract to con- ruct phase two of the project be- veen N.E. 39th and 82nd Avenues.

The unions, who say their mem- ers are experiencing up to 75% un- nployment, contend that awarding ontracts to non-union employers kes their members' jobs away. hey also charge that Hatch can nderbid the competition because cuts corners, subjects his workers unsafe working conditions, and es shoddy work which could ean cost overruns.

Tri-Met and state officials, on the her hand, say that Hatch's low dding will save taxpayers millions a tight budget situation, that his ork is ahead of schedule and that is safety record is no worse than ther contractors.

But a string of accidents and near catastrophes on the Banfield project has been well documented, tending to corroborate union charges.

On August 13th, the boom of a Hatch Co. crane struck an overhead powerline, sending five workers to the hospital, two with serious burns. Two state inspectors were among the injured, and 1200 Pacific Power and Light Co. customers were temporarily without power.

State Dept. of Transportation spokeswoman Vicky Rocker described the accident as a "freak occurrence" and an "unavoidable industrial accident." Rocker said her department had no record of official violations regarding Hatch's work on the project.

The Accident Prevention Division of the Oregon Worker's Compensation Dept., however, has issued a citation in connection with the accident. According to APD Portland director Barbara Woodhull, details will not become public until Hatch receives the citation. She did say that her office is classifying the accident as a "catastrophe," which is the normal accident classification when five or more workers are sent to the hospital.

In another crane incident on April 16, no one was injured but the top and back of a moving semi trailer were torn off when a Hatch Co. crane toppled, sending its boom out over the Banfield.

On June 28, a 100' section of the 42nd Ave. off-ramp gave way, seconds after a car had passed over. There were no injuries. State officials said later that vibrations from Hatch equipment working nearby could have been responsible for the collapse. A crack had appeared earlier and had been painted white, but Rocker said that such cracks are not unusual and that Hatch officials had indicated that they did not believe the ramp to be dangerous.

In mid-July, residents of an apartment building adjacent to the freeway were asked to move on short notice when it appeared the building might slide down an excavated embankment. Cracks from floor to ceiling had appeared in one apartment and in the wall of a garage.

According to Accident Prevention Division records, Hatch has been cited several times on the Banfield and other projects for serious and repeated trench shoring violations. Inadequate trench shoring and subsequent cave-ins are a major

(Please turn to page 11 col. 3)

Council supplements MHRC staf

Last week the Portland City Council returned two staff positions to the Metropolitan Human Relations Commission, bringing a controversy that has continued for several months to a close. Many of those closely involved believe the compromise was merely a way to allow Commissioner Margaret Strachan to save face after a bruising public dispute.

In exchange for the return of two staff positions, MHRC agreed to develop staff evaluation and appeal procedures. "There are no changes," one MHRC commissioner said. 'We have evaluation procedures and an appeal process; in fact, Commissioner Strachan was involved in the evaluation of our fact that there were no changes called for indicates that this issue was only a method to allow Strachan to rid herself of a political embarrassment, the Commissioner said. All MHRC employees are under Civil Service and have access to Civil Service procedures.

Armando La Guardia, MHRC chairperson for three years ending June of 1983, said the incident has demonstrated a real lack of independence of City/County commissions and their vulnerability to a disinterested or hostile commissioner.

"They control through the budget," La Guardia said of City and County government. "When they shape your budget, that tells you of time is spent hassling over the budget. Funding is too cumbersome; we spend too much time trying to keep afloat. They need to set a funding base and if the City has money they should increase MHRC's budget by a percentage, and if they don't, they should decrease it by a percentage."

The process leaves MHRC open to the whims of the liaison commissioner, La Guardia said. "If you are assigned by the mayor to a commissioner who is not interested, and you have no choice, you end up fighting them and getting screwed. If your commissioner doesn't support you, the others don't care. When your budget is cut it just means there is more money for their

MHRC
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For a family with less than $10,000 in annual income, the average reduction of benefits will be

gained. Instead, it is a measure of hat we have lost. And the loss is eat.

Hatch

(Continued from page 1 col. 3)

cause of construction accidents, often resulting in death by asphyxiation.

Also on the Banfield project, Hatch was cited for not storing gas cylinders in an upright position, for not having enough fire extinguishers, for operating heavy equipment without back-up alarms, for using dangerous scaffolding, and for not having a qualified first aid person at the worksite.

APD records dating from September, 1982 show that on other projects, Hatch was cited several times for laxity with regard to hard hats ("I don't wear 'em," he has said), and for not providing toilets.

On Sept. 24, 1982, a Hatch worker suffered a broken shoulder, bruises and lacerations when she was run over by the air compressor upon which she was riding while working as a flagger on a project near Sweet Home. Hatch was cited for not providing adequate safety instruction and supervision.

Woodhull said that Hatch is up against "a host of problems" making for especially tough working conditions on the Banfield project: heavy traffic, a narrow right of way, and buildings abutting the freeway. "I don't think his record is any better or worse than other contractors," she said. "They've been cooperative with us on the job."

According to Rocker, "there have been a number of small incidents that have been reported that wouldn't have been had there not been this controversy out on the freeway. . .there are a lot of people out there watching every move (Hatch) is making."

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U. S. DISTRICT COURT
DISTRICT OF OREGON
FILED
SEP 22 1983
ROBERT M. CHRIST, CLERK
BY DEPUTY

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON, by and through its Department of Transportation, Highway Division,

Plaintiff,

v.

INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL 701, AFL-CIO, a labor organization; and CONSTRUCTION AND GENERAL LABORERS UNION, LOCAL 320, a labor organization,

Defendants.

Civil No. 83-1273-RE

ORDER

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Jack L. Sollis
Assistant Attorney General
113 Transportation Building
Salem, Oregon 97310

Attorney for Plaintiff.

Gene B. Mechanic
Alice Goldstein
Goldberg & Mechanic
1727 N. W. Hoyt
Portland, Oregon 97209

Attorneys for Defendant.

/////

REDDEN, Judge:

IT IS ORDERED that plaintiff/respondent's Motion to Remand is GRANTED. Because this action must be remanded to state court, I decline to rule on defendants/petitioners' Motion to Dismiss. This action is REMANDED to Multnomah County Circuit Court.

Dated this 22 day of September, 1983.

James A. Redden
United States District Judge

U. S. DISTRICT COURT
DISTRICT OF OREGON
FILED
SEP 22 1983
ROBERT M. CHRIST, CLERK
BY DEP

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON, by and through)
its Department of Transportation,)
Highway Division,)
)
Plaintiff,) Civil No. 83-1273-RE
)
v.) OPINION
)
INTERNATIONAL UNION OF OPERATING)
ENGINEERS, LOCAL 701, AFL-CIO,)
a labor organization; and)
CONSTRUCTION AND GENERAL)
LABORERS UNION, LOCAL 320,)
a labor organization,)
)
Defendants.)

Jack L. Sollis
Assistant Attorney General
113 Transportation Building
Salem, Oregon 97310

Attorney for Plaintiff.

Gene B. Mechanic
Alice Goldstein
Goldberg & Mechanic
1727 N. W. Hoyt
Portland, Oregon 97209

Attorneys for Defendant.

/////

REDDEN, Judge:

I. Background

On August 22, 1983, the State of Oregon through its Department of Transportation filed an action for injunctive relief in Multnomah County Circuit Court. The state named as defendants the International Union of Operating Engineers, Local 701, AFL-CIO and the General Laborers Union, Local 320 (the Unions).

The complaint alleges that the state entered into a contract with R. A. Hatch Co. to relocate and widen portions of the Banfield Freeway. From April 18, 1983 to the present, the Unions and their agents have picketed the project site. The complaint alleges that defendants have engaged in behavior which is "detrimental to the safety of the general public using and traveling upon the Banfield Freeway." It alleges that the Unions' agents have positioned themselves on overpasses and have (1) waved their hand-held signs with the intention of attracting the attention of motorists; (2) hung their signs over the overpasses; (3) errected signs which measure eight feet by four feet on the overpasses; and (4) stood on the shoulder of the freeway and held and waved their hand-held signs.

The state alleges that this behavior is in violation of O.R.S. 377.650; 377.720(1) and (2); 487.150(1)(a)(c) and Portland Sign Code sections 32.12.010; 32.16.030; 32.92.060; and 32.93.240. The state contends that the manner of displaying the signs creates a hazard and the danger of an automobile accident. Finally, the state alleges that defendants' acts constitute a nuisance.

The state prays for a decree enjoining defendants from "displaying either on temporary standards or held by hand any signs within the right of way boundaries of the Banfield Freeway between 39th and 87th Avenues including the overcrossings listed in this complaint." The state also seeks a temporary restraining order giving them the same relief requested in the complaint.

On August 22, 1983, Judge Charles S. Crookham, of the Multnomah County Circuit Court, presided over a hearing on the state's motion for a temporary restraining order. At the conclusion of the state's evidence, Judge Crookham continued the hearing until August 25, 1983.

On August 23, 1983, the Unions filed a petition for removal of the state's action to this court. The Unions contend that the state's action arises under federal law, specifically The Federal Aid Highway Act, 23 U.S.C. § 103, the Federal Highway Beautification Act of 1965, 23 U.S.C. § 131 and the Labor-Management Relations Act (LMRA), 29 U.S.C. §§ 157, 158. The state moves to remand on the ground that removal was improper.

For the reasons which follow, I grant the state's motion to remand. Since I remand this case to the state court, I do not reach the Unions' motion to dismiss.

II. Discussion

Removal of state court actions is permitted under 28 U.S.C. § 1441, which provides in pertinent part:

> (a) Except as otherwise expressly provided by Act of Congress, any civil action brought in a State court of which the district courts of

> the United States have original jurisdiction, may be removed by the defendant or the defendants, to the district court of the United States for the district and division embracing the place where such action is pending.
>
> (b) Any civil action of which the district courts have original jurisdiction founded on a claim or right arising under the Constitution, treaties, or laws of the United States shall be removable without regard to the citizenship or residence of the parties.

The removing party has the burden to establish that federal jurisdiction exists. Wilson v. Republic Iron & Steel Co., 257 U.S. 92, 97 (1921). The removal statute is strictly construed against removal jurisdiction. Doubt about the appropriateness of removal should be resolved in favor of remand. Libhart v. Santa Monica Dairy Co., 592 F.2d 1062, 1064 (9th Cir. 1979).

The existence of federal jurisdiction on removal must be determined on the face of plaintiff's complaint. Louisville & Nashville Railroad v. Mottley, 211 U.S. 149 (1908); Guinasso v. Pacific First Fed. Sav. & Loan Ass'n, 656 F.2d 1364, 1366 (9th Cir. 1981), cert. denied, 455 U.S. 1020 (1982).

> To bring a case within the statute, a right or immunity created by the Constitution or laws of the United States must be an element, and an essential one, of the plaintiff's cause of action. The right or immunity must be such that it will be supported if the Constitution or laws of the United States are given one construction or effect, and defeated if they receive another. A genuine and present controversy, not merely a possible or conjectural one, must exist with reference thereto, and the controversy must be disclosed upon the face of the complaint, unaided by the answer or by the petition for removal.

/////

Gully v. First Nat'l Bank, 299 U.S. 109, 112-113 (1936) (citations omitted).

Even if the face of the complaint alleges only state claims, the court may examine the record to determine if the real nature of plaintiff's claims is federal, Schroeder v. Trans World Airlines, Inc., 702 F.2d 189, 191 (9th Cir. 1983). "[C]ourts 'will not permit plaintiff to use artful pleading to close off defendant's right to a federal forum ... [and] occasionally the removal court will seek to determine whether the real nature of the claim is federal, regardless of plaintiff's characterization.'" Federated Department Stores, Inc. v. Moitie, 452 U.S. 394, 396 n. 1 (1981).

This "recharacterization" of a plaintiff's state claim as federal, however, does not obviate the rule that removal jurisdiction may not rest on anticipated federal defenses. Schroeder, supra, 703 F.2d at 192; Guinasso, supra, 656 F.2d at 1366. Preemption of a state cause of action is a defense and not an appropriate basis for removal. Id.; Washington v. American League of Professional Baseball Clubs, 460 F.2d 654, 660 (9th Cir. 1972).

Under these standards, this case was not properly removed from state court. This case does not arise under any of the federal laws cited by the Unions. The Federal Aid Highway Act, 23 U.S.C. § 103, does not provide a basis for removal of this action. The federal statute is cited in the Oregon statutes relied on by plaintiff merely for definitional purposes. It does not provide

/////

the state with a cause of action, nor does the state rely on the federal statute in asserting its claim.

Likewise the Federal Highway Beautification Act of 1965, 23 U.S.C. § 131, does not provide a basis for removal. The Unions contend that a claim under this federal statute "has been necessarily presented via the state's previous lawsuit ...." Unions' Memorandum in Opposition to Remand at 8. On August 4, 1983, the state filed an action in state court alleging the same claims as this action and in addition claiming that the Unions' actions violated the federal Highway Beautification Act. The Unions removed that action to federal court. After removal, the state voluntarily dismissed the action. Then on August 22, 1983, the state brought the same action, minus the claim under the federal statute. The Unions argue that the first action constituted the commencement of this proceeding and that I must look to the face of the complaint as it existed on August 4, 1983. I reject this argument. The state as plaintiff is master of its claims. It may choose the law upon which to rely. Whether a case is removable depends "solely upon the form which the plaintiff by his voluntary action shall give to the pleadings in the case." Great Northern Railway v. Alexander, 246 U.S. 276 (1918). The complaint as it existed on August 23, 1983 when the Unions removed this action did not state a claim under the federal statute.

Finally, the Unions argue that the state's claim is preempted by federal labor law. As noted earlier, however, federal preemption is a defense to a state law claim. Preemption alone is not a basis for removal. Schroeder, supra, 703 F.2d at 192; Guinasso, supra, 656 F.2d at 1366. Removal would be proper, however, if the state's claim could be characterized as a claim under the federal labor laws. This is not the case, however.

The LMRA does expressly provide that a union can picket for the purpose of advising the public that an employer does not employ union members. 29 U.S.C. § 158(b)(7)(C). Nonetheless, neither this section nor any other section of the LMRA provides the state with the right or remedy which it seeks under state law. In short, the LMRA may well provide the Unions with a defense to the state's action, but I cannot characterize the state's action as one that arises under federal labor law. "At most [federal labor law forecloses] state regulation, in which case it would be a complete defense to the plaintiffs' claim, but still only a defense." Guinasso, supra, 656 F.2d at 1366.

The Ninth Circuit case[1/] cited by the Unions is not to the contrary. Fristoe v. Reynolds Metals Co., 615 F.2d 1209 (9th Cir. 1980). In that case, the appellate court affirmed the district court's recharacterization of plaintiff's claim as one under § 301 of the LMRA, 29 U.S.C. § 185. Plaintiff in Fristoe basically sued his employer for breach of the collective bargaining agreement and

---

[1/] The cases cited by the Unions from the Southern District of New York, while well reasoned are not the law of this circuit. It is clear in this circuit that preemption cannot be a basis for removal jurisdiction.

his union for breach of the duty of fair representation. His complaint did not allege § 301. Nonetheless, the court held "[m]ere omission of reference to LMRA § 301 in the complaint does not preclude federal subject matter jurisdiction." Fristoe, supra, 615 F.2d at 1212. In this case, the state's action cannot be recharacterized as arising under the LMRA. I therefore grant the state's motion to remand.

Dated this 22 day of September, 1983.

James A. Redden
United States District Judge

September 22, 1983

RECEIVED
TECHNICAL SERVICES
SEP 23 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED
GARY A. POTTER

SUBJECT: Water Main Relocation
Bureau of Water Works
City of Portland
N.E. 82nd Avenue O'xing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project Nos. IX-68(4) & UMTA OR-23-9001

Here is a copy of an estimate of cost for the reconnection of the Bureau of Water Works relocated pipeline as revised August 25, 1983, and a sketch showing their proposed relocation. The portion of the water main located on the structure will be relocated as part of the State's contract and will be addressed in separate correspondence.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen and Dick Fleming have been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the Bureau's water facilities and has been provided for in the attached estimate. The project will be obligated for $13,182.06/$14,543.64 or 90.64% of the relocation costs.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 21, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $13,183.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Dick Fleming

9594

9-19-83

Scott - Frank Giffin tells me the month of April is the only month we have ever paid interest on a progress estimate. That month we paid interest on both of the big Banfield projects because Tri-Met was late in releasing the funds. Frank says they continue to have a problem with Tri-Met in releasing funds. It appears that they hold the money until the last moment regardless of when our warrant is prepared and ready to issue —

September 19, 1983

NOTED
H. S. COULTER

NOTED
H. S. COULTER

CON

Gerald B. Johnston, Controller/VP
R. A. Hatch Co., General Contractors
P. O. Box 6179
Bend, Oregon 97708

I have your letter of September 15 and have reviewed the exchange of correspondence between yourself and Assistant Controller Frank Griffin regarding a problem with interest payment for a late progress estimate.

To address your concern, I want to tell you of some things that the Highway Division is doing which should speed up progress payments in the future. We are in the process of designing and implementing a new accounting system called STARS. We are also putting microcomputers in project managers' offices which will interface with our big computer in Salem. When the system and the computer terminals are in place, there should really be an improvement in processing payments of monthly estimates.

Also, we are considering changing the due dates for monthly progress estimates. Currently, all estimates are due on the 5th and 10th of each month. This puts a big load on the project manager at this time and he sometimes cannot get all of the estimates made by that date. Each office having a part of the review, approval, and payment process has a similar problem. We are considering changing this so that estimates are due monthly on the day of the original contract award. This would scatter the due date for the estimates throughout the month and lessen the workload for any given day. It should also eliminate the possibility of late payment to contractors.

The foregoing should indicate to you that we recognize that there is a problem and that we are taking some positive steps to deal with it.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Pat
How come it took
from 4/11 'construction approval' until
4/29 to pay contractor?

WES:st

bc H. S. Coulter
Frank Griffin

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

September 15, 1983

Mr. Pat Schwartz
Assistant State Highway Engineer
for Operations
Oregon State Highway Division
140 Transportation Building
Salem, OR 97310

Dear Mr. Schwartz:

Enclosed are copies of letters between Frank Griffin and us concerning interest on a late payment from Tri-Met through OSHD.

This is not an unusually big deal, but does highlight an on-going problem and concern of ours. We are not requesting your intervention with regard to this instance, but rather your consideration of the general problem in your capacity of Contractor Ombudsman.

Yours truly,

R.A. HATCH CO.

Gerald B. Johnston
Controller/VP

GBJ:lst

RECEIVED
STATE HWY ENGR
SEP 16 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

R.A.Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

September 13, 1983

Mr. Frank R. Griffin
Assistant Controller
Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Re: Contract 9493 interest
(Your letter of August 22, 1983)

Dear Mr. Griffin:

Our relationship with your offices has always been excellent and cooperative, and we have no desire to jeopordize that. In this instance, though, we must strongly object to the assumption which leads to your letter.

Our interface with the State is the Project Manager. He represents the State to us in all respects regarding his specific job, and he makes or presents to us all the State's decisions as to work to be done, how it is done, when it is accepted for payment. We have no official knowledge of the progress of an estimate beyond his office. No control, no input, no feedback. It is clear to us that the Project Manager's signature is the critical act of approval as far as a contractor is concerned.

If processing is delayed in Region or in the Construction Section due to oversight, vacations, work load or any other reason, would the onset of interest accrued be delayed? Theoretically there is no limit to such a delay, and we would have no knowledge of it.

The delays that do typically occur, in fact, have always been a little puzzling to us. We don't understand why Region needs so much time, or even needs to process the estimates at all. The FHWA, in our work directly for them, transmitted the Project Managers estimate on to San Francisco a couple of days after receiving it, and we usually received payment about 12 days after the cut-off date (about a week after the Project Manager's signing).

We realize the State is not the FHWA and you have different problems to handle. The point is: 1) The Project Manager is the one who supervises us and knows what should be paid, and 2) Why should we be subject to unspecified, unknown, open-ended delays along the way (at Region or anywhere else)?

In short, the Project Manager's signature is the key signature -- the only one of which we have knowledge -- and we're sure you were right the first time.

Yours truly,

R.A. HATCH CO.

Gerald B Johnston

Gerald B. Johnston
Controller/VP

GBJ:lst

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
PHONE: 378-6578

In Reply Refer to
File No.: CON

RECEIVED
AUG 2 5 1983

August 22, 1983

R. A. Hatch Company
P.O. Box 6179
Bend, OR 97708

In May, we paid you interest on Estimate 1 of Contract 9594, N.E. 39th-N.E. 87th. This payment was made on the basis of information we had at the time that interest began 15 days after the Project Manager approved the Progress Estimate.

Since that time, we have been advised that our previous information was in error and that interest begins 15 days after approval by the Construction Section in Salem.

Because of this error, we are asking that you return the amount of $2,005.71 to us. This represents interest for seven days at $286.53/day. The Project Manager signed the estimate on 4/4/83; Construction signed it on 4/11/83.

Interest is still due you from April 26th to April 29th.

Thank you for your attention to this matter.

Frank R Griffin
Frank R. Griffin
Assistant Controller

JP:cl

Form 734-3122

5

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/8/83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE 39th Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Assemble temporary traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~A NEGOTIATED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/8/83 as requested in Mr. Keasey's letter of 8/30/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,000 Federal Funds $850.

RECEIVED
STATE HWY ENG
SEP 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign

Orig to
9/13

14. DATE 9/8/83
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

August 31, 1983

Gordon Lemmet
2905 NE 64th Avenue
Portland, OR 97213

The State is required by law to use the open, competitive, bidding process for the selection of contractors to do highway construction work, such as the reconstruction of the Banfield Freeway.

There is no law or bidding requirement that the contractor be either union or non-union. The lowest bidder complying with state law, and meeting all of the bidding requirements, is awarded the contract.

The incident referred to in your letter, that occurred Sunday morning, August 14, 1983, is currently being investigated. If the investigation finds that the contractor was in violation of any safety code, appropriate citations will be issued and necessary corrective measures implemented.

The work being done by all the contractors on the Banfield Freeway reconstruction contracts is continually monitored by State Highway inspection personnel to insure compliance with the contract plans and specifications. You can be assured that the inspection process is the same for non-union contracts as it is for union contracts.

Living near the Banfield Freeway as you do, you know how built up the area is and of the amount of traffic on the freeway. The reconstruction work is being done in a most confined area and under extremely difficult and hazardous conditions.

I certainly share your concern for getting a job done well and in a safe manner. Thank you for your thoughts and interest in the project.

Victor Atiyeh
Governor

VA:dg

bc: Highway Division ✓

cy Ed [illegible] 9/8

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

000652

DOT

PLEASE RETURN
ORIGINAL LETTER

Please prepare a response
for the Governor's signature
8-25
Thank you.

Bell

Portland Ore
Aug 14-83

Dear Governor

I imagine by now the state realizes the huge mistake it has made in giving out a contract to a non union contractor, on the Banfield freeway.

Last night did it when all the power went out in the area due to their stupidity, all they are is a bunch of rank amateurs, after all of their other screw ups, that did it.

In all the years the operating engineers have been a union they have never had such problems because the union trains them properly.

I've been a union man all my life, an offici pressman retired, trained to do my work for 6 years as an apprentice before getting my journey man's card.

All printing companies that have a contract with our union the Graphic Arts union, have satisfied customers because we know what we are doing, despite Reagan trying to destroy the unions it will never work because, union labor turns out the highest quality work, this has been proven over and over again.

Now the tax payers have to pay for these stupid mistakes, and in the end ~~it~~ we will have an inferior job done

Sincerely
Gordon [illegible]
3905 N.E. 64th Portland
Ore 97213

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Bob Sandmann, Special Projects Coordinator
Metro Region

DATE: August 16, 1983

FROM: Cam Gilmour, Manager
Environmental Section Cam

SUBJECT: Hoyt Street Air Monitoring Station
39th-87th Section
Banfield Transitway
Multnomah County

NOTED
E. S. HUNTER

As you are aware, the Environmental Section's Hoyt Street air monitoring station has sustained significant damage due to contractor operations in this area. In addition to the damage to the concrete apron and chain link fence, there is also some structural damage to the building itself. The foundation appears to be either settling or shifting, and the concrete floor has begun to crack.

Tim Thex of my staff spoke with Dave Jones on 7/26/83 concerning the status of the building and repair work. Dave said that the contractor would fix the concrete apron and the chain link fence, but that the contractor wouldn't be required to do anything else because the roadway design in this area was in error. Dave also said there was a claim pending concerning the building.

It is imperative that the necessary repairs are undertaken as soon as possible. Otherwise, the terms of our indirect source construction permit could be jeopardized. We would appreciate a status report from you as early as possible.

CMG:THT:dmc

cc: Dave Jones

bc: Ed Hunter
Ed Hardt
Tim Thex

RECEIVE
TECHNICAL SE
AUG 17 '83
REFER TO
FO
Info | Inves | R/D | D/R | Ac | File

81-125-1387

951-

5

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-68(6)
NE 39th Avenue-NE 87th Avenue Section
Banfield Freeway/Transitway
State Force Order No. 7

Date: August 12, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: H. S. Coulter
State Highway Engineer
Salem, Oregon

By letter of August 4, 1983, Mr. Keasey has requested approval of this order in the amount of $15,000 to reconstruct fencing and other restoration work in the parking lot between 57th Avenue and 60th Avenue. By separate action you have requested payment for property taken as right-of-way. That request is currently under investigation by our agency. If right-of-way payment is considered not eligible we will approve this order effective July 22, 1983.

No action will be taken pending confirmation of the right-of-way payment issue. The order is hereby returned without action.

G. K. Hossner
for Dale E. Wilken

cc:
Tri-Met (D MacDonald)
UMTA (R Ramon)
OSHD (C T Keasey)
OSHD (J B Boyd)

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO Keasey-Boyd
8/19
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

ORDER FOR FORCE WORK

2P 100%

P

ORDER No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9594

PROJECT NAME NE 39th Ave.-NE 87th Ave. DATE March 29, 1983

HIGHWAY Columbia River FAP No. IX-68(6)

COUNTY Multnomah PREFIX 26-1030 FUNCTION 220-07

DESCRIPTION OF WORK TO BE DONE:

Revisions to State building grounds.

LOCATION BY STATION NUMBERS:

1185 to 1191 Rt.

ESTIMATE OF QUANTITIES & COSTS:

Labor, equipment and materials	$15,000.00

EXPLANATION:

Anticipated item.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 33,356,396.75
Present estimate of costs including work under this Force Order	$ 32,034,478.88
Estimated XXXXX Underrun Amount	$ 1,321,917.87
Estimated XXXXX Underrun Percent	4

SUBMITTED BY:

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE: Project Engineer

APPROVAL RECOMMENDED:

TITLE: Tri-Met Project Director

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 7/22/83
for Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

P

ORDER FOR FORCE WORK

2P 100%

ORDER No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9594

PROJECT NAME NE 39th Ave.-NE 87th Ave.

DATE March 29, 1983

HIGHWAY Columbia River

FAP No. IX-68(6)

COUNTY Multnomah

PREFIX 26-1030

FUNCTION 220-07

DESCRIPTION OF WORK TO BE DONE:

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Present estimate of costs including work under this Force Order	$ 32,034,478.88
Estimated XXXXX Underrun Amount	$ 1,321,917.87
Estimated XXXXX Underrun Percent	4

SUBMITTED BY:

TITLE: Project Manager

APPROVAL RECOMMENDED: Robert [illegible]

TITLE: Project Engineer

APPROVAL RECOMMENDED:

TITLE: Tri-Met Project Director

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 7/22/83
for Construction ~~or Traffic~~ Engineer

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ORDER FOR FORCE WORK

2P 100%

P

ORDER No. 7

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9594

PROJECT NAME NE 39th Ave.-NE 87th Ave.

DATE March 29, 1983

HIGHWAY Columbia River

FAP No. IX-68(6)

COUNTY Multnomah

PREFIX 26-1030

FUNCTION 220-07

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1185 to 1191 Rt.

ESTIMATE OF QUANTITIES & COSTS:

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EXPLANATION:

Anticipated item.

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Present estimate of costs including work under this Force Order	$ 32,034,478.88
Estimated XXXXX Underrun Amount	$ 1,321,917.87
Estimated XXXXX Underrun Percent	4

SUBMITTED BY:

TITLE: Project Manager

APPROVAL RECOMMENDED: Robert A. Anderson

TITLE: Project Engineer

APPROVAL RECOMMENDED:

TITLE: Tri-Met Project Director

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 7/22/83
for Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) NE 39th Ave.-NE 87th Ave.				CONTRACT NO. 9594
HIGHWAY Columbia River		COUNTY Multnomah		PREFIX 26-1030
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $ -0-	PROJECT AUTHORIZATION $33,356,396.75	EST. PROJECT COST WITH ORDER $ 32,034,478.88	ERRUN 4 %	F.A. PROJECT NO. IX-68(6)
ESTIMATED STARTING DATE* 5/1/83 OR	DATE WORK WAS STARTED*	WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☒ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER) SFO #7

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN)	DATE 3/29/83	FOR ☐ REVIEW ☒ APPROVAL	SUBMITTED TO CONSTRUCTION BY REGION (SIGN)	DATE	FOR ☐ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH— BY DATE

BY DATE

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*— BY DATE

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA— BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM— BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This is an anticipated item.

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1862 (REV 10-82)

Submit Original to Construction Section

rll 751+

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/6/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 8/1/83 this will confirm the advance approval date of 7/6/83 to proceed with the actual adjustments to Pacific Northwest Bell Telephone Company's lines at the apartment complex, 5127 NE Hoyt Street on a lump sum basis of $661 Federal Funds $561.85 contingent upon modification of project agreement if additional funds are required.

I approve the Agreement with Pacific Northwest Bell Telephone Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 15 '83
REFER TO Potter
FOR
Info | Inves | R/O | D/H | Sign | Act | File

Orig to 8/15

14. DATE 8/8/83

15. SIGNATURE OF APPROVING OFFICIAL G.K Hossne

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

NOTED
H. S. COULTER

August 2, 1983

In Reply Refer To
File No.:

Laborers General & Construction Local 320
2828 SW Corbett
Portland, OR 97201

Gentlemen:

A number of signs have been observed on the Banfield Freeway overcrossing structures which bear the name of Laborers Union Local 320. These signs are in violation of ORS 377.720 377.650.

ORS 377.775 declares these signs to be a nuisance and as such authorizes the Highway Division to remove said signs with proper notification. The signs referred to are a special situation since they are removed each afternoon and installed each morning. In addition to being a nuisance the signs may constitute distraction to the traveling public and thus create potential hazard.

It is requested that these signs be removed and not be put back up. In the belief that these signs do constitute a hazard the Highway Division is pursuing action to have these signs prohibited by the courts from being displayed on the freeway.

I would appreciate voluntary removal of those signs with assurances that they would not be put back up so it would be unnecessary for us to proceed with legal action.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT
Edward L. Hardt
Metro Region Engineer

bcc: H. S. Coulter
W. E. Schwartz
Jack Sollis
Bob Sandmann
David Jones

RECEIVED
STATE HWY ENGR
AUG 3 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

NOTED
H. S. COULTER

August 2, 1983

In Reply Refer To
File No.:

Jim Ridderbush
President and Field Supervisor, Local 701
International Union of Operating Engineers
1529 SW 12th Avenue
Portland, OR 97201

Dear Sir:

We have on several occasions discussed signs which your Union has displayed on overpass structures over the Banfield Freeway. We have expressed concern that the signs in general may create a distraction for the traveling public and thus constitute a hazard.

We were particularly concerned with the signs which were made to resemble official Highway signs, black lettering on a yellow background. I am pleased to see that those signs are no longer up. However, other signs have taken their place.

It is still our opinion that these signs could distract a motorist thus causing a potential accident situation. In addition, the signs are in violation of ORS 377.720 and 377.650. Other sections of the revised statutes provide for removal of non-conforming signs by the State. These sections possibly don't apply since the signs you display are taken down each afternoon and reinstalled each morning.

My letter to you dated July 5, 1983 specifically requested that the overhead signs be removed. Because you have chosen to continue to display those signs this is to advise you that the Oregon Department of Transportation is preparing to request court injuctive relief which would prohibit the display of these signs on the overpass structures or along the side of the freeway when they are readily visible to the traveling public.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

bcc: H. S. Coulter
W. E. Schwartz
Jack Sollis
Bob Sandmann
David Jones

RECEIVED
STATE HWY ENGR
AUG 3 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1850

1-11

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

RECEIVED
STATE HWY ENGR
AUG 10 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

AUG 1 1983

IN REPLY REFER TO:
HNG-1

NOTED
W. E. SCHWARTZ

cy Constr.
Hardt
8/10

The Honorable Bob Packwood
United States Senator
1220 Southwest Third, Room 385
Portland, Oregon 97204

Dear Senator Packwood:

This is in reply to your June 20 communication to the Office of Congressional Affairs, Department of Transportation, regarding a letter you received from Mr. Mac Crocker, Recording Corresponding Secretary for Local 701 of the International Union of Operating Engineers. Mr. Crocker contacted you regarding a denial of information by the Oregon Department of Transportation (ODOT). You requested our comments on the denial and on whether the R. A. Hatch Company, a contractor on the Banfield Light Rail Project in Portland, is in compliance with the Davis-Bacon Act.

As indicated in the material which Mr. Crocker forwarded to you, the ODOT denied the union's Public Records Law submission because the material requested contained personal and confidential information about individual employees of the R. A. Hatch Company. Since the law in question is an Oregon statute, we are not in a position to discuss its application to the union's request. I can only suggest that Mr. Crocker continue to work with the ODOT or the Oregon Department of Justice if he has any further questions about the union's request for information under the Public Records Law.

The R. A. Hatch Company is a nonunion company working on the Banfield Light Rail Project. The contract between the company and the ODOT includes the Davis-Bacon provisions required by Federal regulations. The contract administration procedures of the ODOT provide for a 100 percent payroll check for compliance with these and other labor compliance provisions. The Federal Highway Administration's construction monitoring provides for periodic reviews of the ODOT's procedures to assure compliance with Federal regulations. Reviews to date by our Division Office in the State indicate that there has not been any violation of Federal labor provisions (not counting minor mathematical errors which have been corrected immediately).

I will send a copy of this correspondence through our Division Office in the State to ODOT officials so they will be aware of your inquiry on this matter. Please let me know if I can be of further assistance.

Sincerely yours,

LP Lamm

L. P. Lamm
Deputy Administrator

cc:
Washington Office

INTERNATIONAL UNION OF OPERATING ENGINEERS/LOCAL 701
1529 S.W. 12th AVENUE • PORTLAND, OREGON 97201 • TELEPHONE (503) 226-3551
Affiliated with AFL-CIO

DEAN WEAR
Business Manager and Financial Secretary

1983 [illegible] 4: 02

June 9, 1983

The Honorable Bob Packwood
The United States Senate
145 Russell Building
Washington D. C. 20510

Dear Senator Packwood:

On April 27, 1983, Local Union No. 701 of the International Union of Operating Engineers requested, through our attorney, that the Oregon Department of Transportation provide us certain information under the Public Records Law.

While this information has been made available to us in the past, it has been refused in this instance for reasons unknown to us.

We believe this information vital in determining, if, in fact, the R. A. Hatch Co. of Bend, Oregon is in compliance with the provisions of the Davis-Bacon law while performing work on the Banfield Light Rail Project, Job #9594.

While a problem of this nature would most probably be addressed to the State Labor Commissioner, we have found in the past that we have had little cooperation from her department.

Since there are federal tax dollars involved in the financing of the project, we respectfully request your intervention on our behalf in the matter. Copies of related correspondence are enclosed for your convenience.

Thanking you in advance for your attention and consideration.

Very truly yours,

Mac Crocker
Recording Corresponding Secretary
Local 701

encl.

MC:kek
opeiu#11afl-cio

Jurisdiction of State of Oregon and 5½ Southwest Washington Counties
Member Western States Conference of Engineers

[illegible]

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

May 13, 1983

DROPPED

Alice Goldstein
Goldberg & Mechanic
Attorneys at Law
1727 N.W. Hoyt Street, Suite 301
Portland, Oregon 97209

Dear Ms. Goldstein:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on May 10, 1983. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "Wage certifications showing names, addresses and Social Security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, No. 9594."

These wage certifications were presumably furnished to the Department of Transportation as required by ORS 279.354. Under ORS 279.355, the Commissioner of the Bureau of Labor and Industries also has authority to review wage information in the office of the contractor. ORS 279.355(3) provides:

> "Notwithstanding ORS 192.410 to 192.500, any record obtained or made by the commissioner under this section shall not be open to inspection."

ORS 279.359(3) also makes confidential any wage information received by the commissioner in determining prevailing rates of wage.

These exemptions from the Public Records Law are not made applicable to a public body receiving wage information under ORS 279.354. Nevertheless, they evince a legislative determination that records relating to wages paid by private employers to their employes shall not be public information, even though employers must furnish this information to public bodies for purposes of administration and enforcement of the Prevailing Wage Law.

To require the Department of Transportation to turn over information when the identical information is confidential in the hands of the Commissioner of the Bureau of Labor and Industries would frustrate the purposes of ORS 279.355(3) and 279.359(3). ORS 279.354 must be construed together with ORS 279.355(3) and 279.359(3) in order to carry out the evident legislative purpose. We accordingly conclude that the information which you seek is not subject to disclosure.

Assuming however that the confidentiality provisions of ORS 279.355(3) and 279.359(3) should not be read into ORS 279.354, we at least have a legislative declaration that wage information as to employes of private employers is private in nature. For purposes of ORS 192.500(2)(b), such a declaration could be deemed to supersede or at least modify the "not normally shared with strangers" test set forth in Morrison v. School District No. 48, 53 Or App 148, 631 P2d 785 (1981) and Turner v. Reed, 22 Or App 177, 583 P2d 373 (1975). Even applying that test, the disclosure you request is distinguishable from the disclosure ordered in Morrison, supra, and in Kotalski v. Mt. Hood Comm. College, 82 Or App 452, ___ P2d ___ (1983) and Lane County School District v. Parks, 55 Or App 416, 637 P2d 1383 (1982). All three of those cases involved public employes. It has long been held that there is no expectation of privacy in the manner of performance of public duties. Jensen v. Schiffman, 24 Or App 11, 544 P2d 1048 (1976); see New York Times Co. v. Sullivan, 376 US 254 (1964). To this we would add that there is no expectation of privacy in the fact of employment by a public body, or in the amount of compensation received by anyone directly from public funds. So far as private employment is concerned, such expectations of privacy are not lost.

Information concerning the employer for whom one works is usually but not always shared with strangers, and it can make a difference in a particular case, as where the employer is a nonunion contractor involved in a dispute with unions. Information as to personal income is not ordinarily shared with strangers. One's home address is often shared with strangers, but not when the person is of an age or in employment which could result in harassment or other unreasonable invasions of privacy. Social Security numbers are recognized by the Federal Freedom of Information Act as personal in nature. All of the information you seek is "personal" in that it is about individual persons, those persons have not in effect waived expectations of privacy by becoming employes of public bodies, and those persons undoubtedly do have expectations of privacy, varying in degree, as to some or all of the information which would be disclosed.

We recognize that furnishing home addresses is rarely an unreasonable invasion of privacy. But furnishing names, home addresses, wage information and social security numbers for previously unknown persons identified by the disclosure as working for a particular employer could well be an unreasonable invasion of privacy.

The burden of showing that disclosure would not be an unreasonable invasion of privacy, or that the public interest requires disclosure notwithstanding an invasion of privacy, rests upon the requester. You have furnished no information to meet that burden.

Your petition is accordingly denied. If you wish to challenge this order, you may do so by suit filed in the Marion County Circuit Court under ORS 192.450.

Sincerely,

John A. Reuling Jr

JOHN A. REULING, Jr.
Special Counsel
to the Attorney General

JAR:tlg
cc (w/ incoming):
H.S. Coulter, State Highway Engineer
Jack Sollis, Assistant Attorney General

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
SUITE 301
1727 N.W. HOYT STREET
PORTLAND, OREGON 97209

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN

TELEPHONE
(503) 224-2372

April 27, 1983

CERTIFIED MAIL-RETURN RECEIPT
REQUESTED

Records Custodian
Department of Transportation
Transportation Building
Salem OR 97310

Re: Request for records under Public Records Law

Dear Records Custodian:

We hereby request, on behalf of our client, International Union of Operating Engineers, Local 701, that you provide certified copies of the following records in accordance with the Public Records Law, ORS 192.410 *et seq.*:

> Wage certifications showing names, addresses and social security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, #9594.

Verbal requests of Highway Division employees David Jones and Al Harwood for this records have been refused. We believe their denial is improper, as none of the exemptions set forth in ORS Chapter 192 apply.

Please provide this information no later than May 4, 1983. If this information is not timely provided we will seek review of the denial in accordance with ORS 192.450.

Thank you for your cooperation.

Sincerely yours,

GOLDBERG & MECHANIC

Alice Goldstein

AG:ig

cc: Chuck Walling

August 1, 1983

RECEIVED
TECHNICAL SERVICES
AUG 3 '83
REFER TO
FOR
Info | Inves | R/D | B/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary Potter
Manager, Program Section

SUBJECT: Telephone Service Relocation
Pacific Northwest Bell Telephone Co.
Apartment Complex @ 5127 N.E. Hoyt St.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

NOTED
E. S. HUNTER

Here is a copy of a lump sum estimate of cost to adjust Pacific Northwest Bell Telephone Company's (PNB) telephone service facilities dated July 6, 1983.

A certification prepared by Richard L. Fleming as to PNB's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy private property.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 6, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Lump sum cost to the State is $661.00.

JMC/GP/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Dick Fleming

RECEIVED

9574

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5321 N.E. GLISAN STREET, PORTLAND, OREGON 97213

July 26, 1983 Telephone 238-8254

In Reply Refer to
File No.

BRING UP 620-6565
10 - - 83
Jack

MARVIN D. BOWEN
Attorney at Law
11825 S.W. Greenburg Road
Tigard, OR 97223

Frank Patrick
224 8888

Subject: Banfield Transitway

This letter is a followup to our telephone conversation of July 26, 1983.

To date, the Oregon Department of Transportation has not received a deposit for adjusting Meadowland Dairy's six-inch, pressure-sewer pipe. Our contractor plans to begin this work in two or three weeks. It will be necessary to receive this deposit to avoid cancellation of this pipeline permit.

Please contact Jack Sollis, Assistant Attorney General, for any questions regarding this matter. His telephone number is (503)378-4259.

R L Fleming
RICHARD L. FLEMING
Utilities Specialist

ebg

xc: J. L. Sollis
J. W. Cartwright
R. A. Sandmann

8-29-83
Sollis has talked to
Bowen — Dairy is in
bankrupt, — and
still hung on it —
Jack

Jack: I have called 8-29-83, 9-02-83, 10-04-83.
He will not return my calls. Now what?
Dick

RECEIVED

RECEIVED
1983
RR & UTILITY UNIT

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: July 26, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

OM ~~OE~~ PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

SUBJECT: Union Activities

NE 39th Avenue - 87th Avenue Section
Columbia River Highway
Contract No. 9594

On July 21 in response to an increase in the number of black on yellow signs on overpass strucres, I telephoned Mr. Ridderbusch and told him that I was disappointed to see the signs that I had objected to most strenuously in our July 18 meeting, were back up and had actually increased in number. He said there was absolutely no chance that traffic could mistake the signs that were up for official signs. We had some rather harsh words and I told him I was in the process of preparing a letter giving him notice in accordance with the various ORS's that the signs were to be taken down or we would take appropriate action.

He called back about 15 minutes later and apologized saying that he had given instructions to have the signs revised and it had not been done yet and that he would have it done immediately.

Later that day I went out over the job and all of the oversize signs had been removed. They were not back up Friday and not back up on the following Monday.

The pickets that I observed Mon were carrying signs indicating that Laborers Local No. 320 did not have a contract with Hatch. I didn't check all of the locations, however, there may have been Operating Engineer pickets at other sites.

ACH/b

CC: Scott Coulter
Pat Schwartz
Jack Sollis
FYI
ECY

RECEIVED
STATE HWY ENGR
JUL 28 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

7594

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

RECEIVED
JUL 21 1983
[illegible]

July 20, ~~1093~~ 1983 Telephone 238-8254

In Reply Refer to
File No.

MARVIN D. BOWEN
Attorney at Law
11825 S.W. Greenburg Road
Tigard, OR 97223

Subject: Banfield Transitway

The Oregon Department of Transportation, by letter dated March 16, 1983, requested Mr. Walter Andregg (Meadowland Dairy) deposit with the agency administrating the highway construction contract in advance of actual construction, the cost for adjusting the dairy's six-inch pressure sewer pipe.

On July 19, 1983, I contacted Robert F. Blackmore, representative for the Meadowland Dairy. He advised me that his firm was no longer representing them, and referred me to you.

I am attaching copies of previous correspondence pertaining to this matter, as you requested. If you have any questions regarding this matter, they should be directed to Jack L. Sollis, Assistant Attorney General, 113 Transportation Building, Salem, OR 97310. His telephone number is (503) 378-4259.

Richard L. Fleming
RICHARD L. FLEMING
Utilities Specialist

ebg

enclosure

xc: J. L. Sollis, w/attachments
J. W. Cartwright
R. A. Sandmann

THOMPSON, ADAMS & DeBAST
ATTORNEYS AT LAW
HALL STREET STATION
4500 S.W. HALL BLVD.
BEAVERTON, OREGON 97005
TELEPHONE 644-2146

ROBERT E. THOMPSON
RODNEY C. ADAMS
PAUL J. DeBAST
JOHN C. RAY
ROBERT F. BLACKMORE

JAMES B. CASTLES
OF COUNSEL

March 10, 1983

Mr. Gary Kennen
Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213

Re: Meadowland Dairy and Pipeline Permit No. 5674

Dear Mr. Kennen:

As you know from previous conversation, this firm represents Walter H. Anderegg & Sons--Meadowland Dairy. I have received the information previously sent to me regarding relocation of the Meadowland Dairy sewage line and your estimated cost of that project.

This is to advise you that my reading of the documentation indicates that the agreement was made between the Oregon State Highway Commission and Meadowland Dairy. The current work performed is on account of a special district, Tri-Met, installing a light rail system. Consequently, Tri-Met is responsible for the cost of moving the sewage line, not Meadowland Dairy. Unless you can provide further documentation to substantiate that Meadowland Dairy has somehow incurred costs connected with Tri-Met, I will instruct Meadowland Dairy to object to any demands for payment due to the relocation of the sewage line.

I trust you will forward this notice to the appropriate individuals and that your department will respond in a timely fashion if you have any questions or concerns.

Sincerely,

THOMPSON, ADAMS & DeBAST

Robert F. Blackmore
Robert F. Blackmore

RFB:jis

cc: Mr. Robert H. Anderegg

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/83	8. FEDERAL ROUTE NUMBER Primary 68	9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE 39th Avenue - NE 87th Avenue (Banfield Transitway)

11. GENERAL DESCRIPTION OF WORK
Bussing students from north side of I-84 to south side of I-84 and vice-versa

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/6/83 as requested in Mr. Keasey's letter of 6/17/83 as being in the public interest and it has been determined that bussing for period May 6, 1983 to close of school year (1982-1983) in lieu of a temporary pedestrian crossing is cost effective. Based on OSHD Contractor original schedule the overcrossing structures at 28th, 53rd, and 74th were not to be removed until after the school year. Contractor advanced his schedule and structures were closed. Cost of temporary structures estimated to be between $60,000 and $80,000. School District #1 - Portland Forces are authorized to proceed with the above work. State Force Order No. 9 representing the bussing perfomed by the School District #1 is approved for a TEC of $1,040 Federal Funds $959.

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 7/19/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

INTERNATIONAL UNION OF OPERATING ENGINEERS/LOCAL 701
1529 S.W. 12th AVENUE • PORTLAND, OREGON 97201 • TELEPHONE (503) 226-3551
Affiliated with AFL-CIO

DEAN WEAR
Business Manager and Financial Secretary

July ~~13~~, 1983

Edward L. Hardt, Metro Region Engineer
Department of Transportation, Region No. 1
9002 S. E. McLoughlin
Milwaukie, Oregon 97222

Dear Mr. Hardt:

I am sorry you are alarmed about the large picket signs being displayed by the picketers on the Banfield project. Your concerns about them being dropped off the over passes on unsuspecting motorists are, however, unfounded. These informational picket signs are not being hung over the sides of the over passes and they are manned by picketers at all times.

There has been no evidence of any accidents on the crowded Banfield freeway that were caused by the picketers carrying signs on the R. A. Hatch project.

At no time are picketers on the "curb" of the freeway. I suggest that you get first hand information, and be somewhat less inclined to take everything your people on the project tell you as gospel. Their actions have indicated their pro R. A. Hatch position.

All the large signs hung over the sides of the overpasses were placed there by R. A. Hatch Company, which I assume you consider to be illegal.

I will not direct the picketers to stay off the overpasses. We have the lawful right to picket, and we will continue to do so.

I maintain the Department has taken an obviously biased stance in favor of R. A. Hatch, and that stance is not in the best interests of the tax payers as a whole. I repeat that your position must be neutral concerning this matter.

cy- Kenney
Gillis
Hardt
Miller
7/15

I have talked to Hardt & advised him to arrange a meeting w/Ridderbusch and show him that our concerns for traffic safety are real w/pictures & field trip if necessary. If he still refuses to do anything, we should then go to court. If there are illegal signs which purport to be official traffic signs, Ed has to have them taken down immediately if union refuses to do so.

- over -

WEB

I suggest that you and Dave Jones meet with myself and my people to attempt to resolve our differences as soon as possible. Our conference room is available for a meeting, if you would care to use it.

Sincerely,

Jim Ridderbusch
President
and Field Supervisor
Local No. 701

JR/jl

cc: Goldberg & Mechanic, Attorneys At Law
Fred Miller, Director of Transportation
Mac Crocker
Mel Chamberlain

RECEIVED
DOT DIRECTOR
JUL 14 '83
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

9544

DAVE FROHNMAYER
ATTORNEY GENERAL

William F. Gary
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

RECEIVED
STATE HWY ENGR
JUL 14 '83
REFER TO Schwartz
FOR

Info	Invest	R/D	D/R	Sign	Act	File

July 13, 1983

Cy Keasey
7/15

copy 1
Lig

John Bradley, Chief Deputy
Office of the District Attorney
Multnomah County
Room 600, County Courthouse
Portland, Oregon 97204

Re: R. A. Hatch Company, Banfield Freeway Project
Request for Investigation of Potential
Racial Intimidation, Pursuant to ORS 166.155
and ORS 166.165.

Dear Deputy Bradley:

This This is further to our recent telephone conversation concerning the subject matter.

Enclosed is a letter received by Mr. H. Scott Coulter, State Highway Engineer of the Oregon State Highway Division, Department of Transportation, from the Division Administrator, Dale E. Wilken, of the Federal Highway Administration, U. S. Department of Transportation, concerning the subject matter and requesting that the state,

> ". . . undertake an investigation of this matter to determine whether in fact violation of these employees' civil rights has occurred, and that you advise us of the results of the investigation and the action being taken by the State Highway Division or other appropriate agencies of the State of Oregon. We anticipate that the investigation will be accomplished expeditiously to prevent further similar incidents on this project. Your early response will be appreciated."

As you will note from the letter, it is alleged that two employes of the R. A. Hatch company, a prime contractor on the Banfield Freeway Project, have been subjected to racial remarks and threats from people off the project thought to be unemployed union members. As Mr. Wilkins states:

> "While these actions may be part of the overall labor unrest on this project resulting from union discontent, we are concerned that these individuals, and perhaps other minorities or females on this project, may be experiencing violation of their civil rights. We recognize that where actions which appear to deprive individuals of their civil rights are taken by another individual (or individuals) who is not an employee on the project, there is question of the applicability of the contract civil rights provisions. However, it is our understanding that the employee is still protected under Oregon law as well Federal law in these situations."

ORS chapter 659 "Enforcement of Civil Rights: Unlawful Employment Practices" forbids employment practices on the basis of race and sex, as well as a number of other protected classifications. ORS 659.030 defines what are considered to be "unlawful employment practices" of employers, labor organizations and employment agencies. ORS 659.030 forbids discrimination in selling, renting or leasing real property, and ORS 659.037 to 659.045 forbids discrimination in place of public accommodation or in private, vocational or trade schools. ORS 659.150 prevents discrimination in education. The Bureau of Labor and Industries is charged with the enforcement of this statute, and a civil right of action is provided under certain circumstances. ORS 659.240(1) states:

> "No person shall, by force, threat, or intimidation, prevent, or endeavor to prevent, any person employed by another from continuing or performing his work, or accepting any new work or employment."

ORS 659.400 to 659.435 concerns civil rights of the physically and mentally handicapped.

It is the opinion of this office that unless it is established that a labor organization has attempted to exclude or expel from its membership or to "discriminate in any way" against an R. A. Hatch employe on the basis of race or sex, as proscribed by ORS 659.030(c), the Commissioner of the Bureau of Labor is without jurisdiction in this matter. Pursuant to ORS 659.990(4), a violation of 656.240 is made a crime, the penalty for which is:

> ". . . punishable, upon conviction, by a fine of not less than $10 nor more than $200 or by imprisonment in the county jail for not less than one month nor more than six months."

Additionally, ORS 166.065 forbids "harassment" which is defined in pertinent part as:

> "(1) A person commits the crime of harassment if, with intent to harass, annoy or alarm another person, the actor:
>
> "(a) Subjects the person to offensive physical contact;
>
> "(b) Publicly insults another by abusive or obscene words or gestures in a manner likely to provoke a violent or disorderly response."

Harassment is a Class B misdemeanor pursuant to ORS 166.155.

A person commits the crime of "intimidation in the second degree" if by reason of race, color, religion or national origin of another person, the person violates ORS 166.065. Intimidation in the second degree is a Class A misdemeanor. Where two or more persons act together to violate ORS 166.065 because of a person's race, color or national origin, they commit the crime of "intimidation in the first degree," which is a Class C felony.

In view of the fact that a crime, rather than a civil rights violation, may potentially have been committed in this matter, it is requested that you cause an investigation to be made by the appropriate county, city or law enforcement officials and inform this office of the results of the investigation. In the event that a labor organization is involved, and a violation of ORS 659.040 appears to have been committed, the matter will additionally be directed to the Commissioner of the Bureau of Labor andIndustries, pursuant to ORS 659.040(2).

Your cooperation will be very much appreciated.

Please do not hesitate to call to my attention any questions you may have with regard to this matter.

Sincerely,

William F. Hoelscher
Assistant Attorney General
and Counsel

WFH:nh
Enclosure
cc: H. S. Coulter, State Highway Engineer
Vicki Nakashima, Affirmative Action Officer
Charles Pritchard, Assistant Attorney General
Jack Sollis, Assistant Attorney General
Victor Levy, Assistant Attorney General

US Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: NE 39th Ave - NE 87th Ave
Project IX-68(6), Banfield Freeway
Compliance Review Findings

Date June 23, 1983

RECEIVED
JUN 23 1983
ATTORNEY GENERAL
SALEM, OREGON

Reply to
Attn. of HDA-OR/950.1

NOTED
KAY TURNER

From Division Administrator

To Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Your recently completed labor compliance review of the R. A. Hatch Company, prime contractor on this Banfield Freeway project included discussion of the labor unrest occurring involving various union locals and individual union members. The reviewer also reported on interviews with two employees, a black minority ironworker foreman and a female office manager. The black minority indicated that he has been subject to racial remarks and threats from people off the project thought to be unemployed union members. The female stated she has been subject to name calling, dirty gestures, and filthy remarks as she enters and leaves the project from people who, in her view, were members of several different union locals.

While these actions may be part of the overall labor unrest on this project resulting from union discontent, we are concerned that these individuals, and perhaps other minorities or females on this project, may be experiencing violation of their civil rights. We recognize that where actions which appear to deprive individuals of their civil rights are taken by another individual (or individuals) who is not an employee on the project, there is question of the applicability of the contract civil rights provisions. However, it is our understanding that the employee is still protected under Oregon law as well as Federal law in these situations.

We ask that you undertake an investigation of this matter to determine whether in fact violation of these employees' civil rightshas occurred and that you advise us of the results of the investigation and the action being taken by the State Highway Division or other appropriate agencies of the State of Oregon. We anticipate that the investigation will be accomplished expeditiously to prevent further similar incidents on this project. Your early response will be appreciated.

Original Signed By
DALE E. WILKEN
Division Administrator

Dale E. Wilken

RECEIVED
JUN 23 1983
CONSTRUCTION
SECTION

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[illegible]

July 7, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telephone Service Relocation
Pacific Northwest Bell Telephone Co.
Apartment Complex @ 5127 N.E. Hoyt St.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Co. to proceed with the relocation of their telephone service connection to the apartment complex at 5127 N.E. Hoyt St. which is in conflict with this project as of July 6, 1983 is requested. An estimate of cost is being prepared by the Company. Estimated cost is $700. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 6, 1983 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
~~D. E. Swan~~
E. L. Hardt
Dave Jones
Dick Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
JUL 12 '83
REFER TO
FOR

NOTED
E. S. HUNTER

REC
JUL 1983
R/W & UTILITY UNIT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 5 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File
In Reply Refer To
File No

July 5, 1983

Jim Ridderbusch
President and Field Supervisor, Local 701
International Union of Operating Engineers
1529 SW 12th Ave.
Portland, OR 97201

7/13
cy Fred Miller
FYI

cy - Paul Phillips
Gov. Office
7-13-83

Dear Sir:

When I was in your office on April 28 I said that the Highway Division would be neutral regarding the union dispute with R. A. Hatch Co. That is still our position. This has been discussed several times with Project Manager Dave Jones and he has been instructed to remain neutral and he assures me that that is his attitude. Neutral means: "Not taking the part of either side in a dispute." This position does not prevent Mr. Jones from making decisions having an affect on the picketers and Hatch's workers. He has been required to designate work areas within which R. A. Hatch Co. has the right to perform work under legal contract with the Highway Division. These work areas have been designated so as to give Hatch a reasonable work site considering the safety of the general public, the union picketers, and his workmen. It is regrettable that you feel these actions are anti-union. If you will give me specifics regarding location and date, I will investigate further.

The purpose of my visit to your office on April 28 was to express to you my extreme concern for the actions of your picketers which were distracting to motorists on the Banfield freeway. These picketers were frequently waving their signs at the motorists. This would be considered dangerous under any situation, but it is especially hazardous within the Banfield project limits due to the heavy traffic volumes, the high traffic speed, and the general congestion and confusion created by the project. You assured me that this practice would be stopped. I am now very alarmed because not only has it not stopped but in addition your picketers have been displaying large signs on the overhead structures. Not only is this also very distracting to the motorists, but the signs themselves are a hazard. They could be easily dropped or blown down onto the freeway with disastrous results. I might also point out that these signs are illegal (City Ordinances 33.92.060, 33.92.240, and ORS Chapter 377). Also, I have been informed that the picketers have taken to standing next to and sometimes on the shoulder or curb of the highway. This is an obvious distraction to the motorists, as well as being dangerous for the picketers.

H. S. Coulter

One of the principal responsibilities of the Highway Division is for the safety of the motorists using Oregon's highways. The actions of your picketers that I have mentioned have created obvious unsafe conditions for the motorists exposed to them. The potential consequences to the approximately 100,000 persons using the freeway every day involve property damage, personal injury and death. I cannot believe that you would argue that such potential consequences should be ignored because of your fear that the picketers' right to free speech might be curtailed. Therefore, I am requesting that the union take the following voluntary actions in order to alleviate our concerns:

(1) See that hand-held signs are not waved at motorists and that no signs are placed, located, or mounted on any of the structures over the freeway.

(2) See that the picketers are located a reasonable distance from the freeway in order that they not distract the motorists. I believe the State's proposed fence lines define the minimum distance necessary to minimize this distraction. Mr. Jones has marked the fence lines on a large-scale aerial mosaic photograph of the project and would be happy to show this to you.

Due to the ongoing and continuous threat to the safety of the motoring public by the actions of your picketers, there is an immediate need for these voluntary restraints. Therefore, assurance of elimination of these dangers, as requested above, needs to be made to the Highway Division by July 15. This matter has been thoroughly discussed with the Highway Division Administrative Staff and with Counsel and I am advised to tell you that if such assurance is not given and if the danger persists, independent actions by the Highway Division may need to be instituted to ensure the safety of the motoring public. These actions could include prohibiting pedestrians totally from the right-of-way and any necessary injunctive relief.

If voluntary compliance with these requests solve the immediate safety concerns of the Highway Division, further actions will not be needed.

Please let this office know the union's position concerning these very important safety matters as soon as possible.

Sincerely,

Edward L. Hardt
Metro Region Engineer

cc H. S. Coulter
W. E. Schwartz
Jack Sollis

DOT DIRECTOR
JUL 1[illegible] '83

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-68(4)
NE Union - NE 87th Section
Columbia River Highway
PGE Pole/Senate Street

Date: July 5, 1983

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

We have reveiwed your request for participation in a second move of PGE poles as outlined in Mr. Potter's June 21, 1983, letter. It is our opinion that the overall plans for the Banfield were advanced to the point where the State could have initially specified the correct final location of PGE facilities. We consider this to be an engineering error that could have been avoided. The cost of this second relocation is not eligible for reimbursement with Federal funds.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (G Potter)
OSHD (J Cartwright)

Orig to

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H. S. COULTER

DATE: July 5, 1983

TO: Dale E. Wilken, Division Administrator CON
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Compliance Review Findings
Project IX-68(6) Banfield Freeway
NE 39th Ave.-NE 87th Ave.

I share your concern regarding the incidents which are occurring on this project. I have asked the Attorney General's Office (Justice Department) to investigate these matters in order to ascertain if there are civil rights violations on this project.

The Attorney General has assigned this investigation to William Hoelscher, Assistant Attorney General and Attorney-in-Charge, Chief Counsel representing the State in labor law matters. Mr. Hoelscher has concluded that the alleged actions are not violations of State employment discrimination civil rights laws under Oregon Revised Statutes, Chapter 659. There is, however, potential criminal violation of laws dealing with harassment. Mr. Hoelscher is referring this to John Bradley, Chief Deputy in the Multnomah County District Attorney's Office.

I will keep you advised of further progress in this investigation.

KT:st

bc W. E. Schwartz
C. T. Keasey
Jack Sollis
Kay Turner

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: NE 39th Ave - NE 87th Ave
Project IX-68(6), Banfield Freeway
Compliance Review Findings

Date: June 23, 1983

From: Division Administrator

Reply to
Attn. of: HDA-OR/950.1

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Your recently completed labor compliance review of the R. A. Hatch Company, prime contractor on this Banfield Freeway project included discussion of the labor unrest occurring involving various union locals and individual union members. The reviewer also reported on interviews with two employees, a black minority ironworker foreman and a female office manager. The black minority indicated that he has been subject to racial remarks and threats from people off the project thought to be unemployed union members. The female stated she has been subject to name calling, dirty gestures, and filthy remarks as she enters and leaves the project from people who, in her view, were members of several different union locals.

While these actions may be part of the overall labor unrest on this project resulting from union discontent, we are concerned that these individuals, and perhaps other minorities or females on this project, may be experiencing violation of their civil rights. We recognize that where actions which appear to deprive individuals of their civil rights are taken by another individual (or individuals) who is not an employee on the project, there is question of the applicability of the contract civil rights provisions. However, it is our understanding that the employee is still protected under Oregon law as well as Federal law in these situations.

We ask that you undertake an investigation of this matter to determine whether in fact violation of these employees' civil rights has occurred and that you advise us of the results of the investigation and the action being taken by the State Highway Division or other appropriate agencies of the State of Oregon. We anticipate that the investigation will be accomplished expeditiously to prevent further similar incidents on this project. Your early response will be appreciated.

Dale E. Wilken
Dale E. Wilken

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STATE HWY ENGR
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STATE OF OREGON **INTEROFFICE MEMO**

TO: FRED MILLER
SCOTT COULTER
JACK SOLLIS

DATE: June 21, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L. Hardt

SUBJECT: NON-UNION CONTRACTOR
BANFIELD LIGHT RAIL PROJECT

For your general information, attached is a copy of a resolution recently passed by the Oregon State Building and Construction Trades Council regarding the non-union contractor on the Banfield project. Also attached is a copy of Jim Cowan's response back to the council.

ELH:cp:hw

Attachments

cc: Bob Sandman w/attachment

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ESH

81-125-1387

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

K

PLEASE SEND
PHOTOCOPIES TO:

FEENEY
JODY FISCHER
PHILL COLUMBO
DOUG BARB
VICKI ROCKER
[redacted]
TONY VENTURATO

June 16, 1983

Mr. Robert L. Stanfill
Executive Secretary
Oregon State Building and
Construction Trades Council
7528 S.E. Foster Road, Suite 203-205
Portland, OR 97206

Dear Mr. Stanfill:

I have received your letter of June 3, forwarding the Building and Construction Trades Council resolution dated May 27, 1983. The resolution is most unfortunate in that it does not represent an accurate portrayal of Tri-Met's intentions or motivations in building the Banfield Light Rail Project. Members of the Council should be aware that Tri-Met and the Oregon Department of Transportation do not have the prerogative under federal or state law to make distinctions between union and non-union contractors in the award of competitively bid contracts. The particular contract we assume your resolution refers to is one that the Oregon Department of Transportation awarded in connection with the reconstruction of the Banfield Freeway. That contract was awarded on the basis of lowest competitive bid, and to do otherwise would have been a flagrant violation of both state and federal law. There was no other choice available, and to accuse either ODOT or Tri-Met of "an obvious attempt to cause confusion and dissention" is not only inaccurate, but inflammatory.

We believe the Banfield project has had and will continue to have a tremendous positive influence on the local economy and for the building and construction trades in particular. Millions of dollars are being brought into the local economy at a time when they are most needed. Numerous local contractors and suppliers, almost all of whom are using union labor, are being put to work as a result of the project. It is unfortunate the Council chose to ignore these positive aspects of the project as well as the fact that the majority of the dollar value of construction contracts awarded to date by ODOT and Tri-Met have been with union contractors. We do not understand why the Council ignores these benefits nor why the Council chooses to adopt such a resolution without dialogue with the parties involved.

If the Council has some positive suggestions we would be more than happy to work with the appropriate persons to explore implementation of those suggestions. However, it is inappropriate to suggest that this agency award contracts in a manner inconsistent with federal and state law.

Sincerely,

J. E. Cowen
General Manager

JEC/jl
cc: AFL-CIO
    Oregon Department of Transportation
    ATU - Del Hadley
    Tri-Met Board of Directors

Oregon State

Building and Construction Trades Council

PHONES: 774-0546 774-0572

AFFILIATED WITH BUILDING TRADES DEPARTMENT
AFL-CIO

7528 S. E. FOSTER ROAD, SUITE 203-205
PORTLAND, OREGON 97206

JUNE 3, 1983

JUN - 7 1983
GENERAL MANAGER

MR. JAMES E. COWEN, GENERAL MANAGER
TRI-MET
4012 S.E. 17
PORTLAND, OR 97202

DEAR MR. COWEN:

ENCLOSED IS A RESOLUTION WHICH WAS PASSED AT OUR RECENT CONVENTION. THE DELEGATES EXPRESSED VERY STRONG FEELINGS REGARDING THESE INCIDENTS.

WE WOULD HOPE THAT IN THE FUTURE THAT A SITUATION OF THIS KIND CAN AND WILL BE AVOIDED.

SINCERELY YOURS,

Robert L Stanfill

ROBERT L. STANFILL
EXECUTIVE SECRETARY

ENC.

CC: DISTRICT COUNCIL OF LABORERS
OREGON STATE DISTRICT COUNCIL OF CARPENTERS

RESOLUTION

WHEREAS: LOCAL BUSINESS, LOCAL CONTRACTORS AND LOCAL CITIZENS HAVE VOTED TO SUPPORT THE BANFIELD LIGHT RAIL SYSTEM, AND,

WHEREAS: LOCAL BUSINESS AND LOCAL CONTRACTORS ARE TAXED TO SUPPORT THE TRI-MET - BANFIELD LIGHT RAIL SYSTEM, AND,

WHEREAS: LOCAL UNIONS ARE TAXED BY TRI-MET TO SUPPORT MASS TRANSIT IN THE METRO AREA, THEREFORE BE IT

RESOLVED: THAT THE DELEGATES HERE ASSEMBLED AT THE TWENTY-SECOND OREGON STATE BUILDING TRADES CONVENTION CONDEM THE TRI-MET BOARD OF DIRECTORS AND OREGON STATE DEPARTMENT OF TRANSPORTATION FOR THEIR OBVIOUS ATTEMPT TO CAUSE DISSENTION AND CONFUSSION AMONG THE CITIZENS OF THE GREATER METROPOLITAN AREA BY AWARDING THE CONTRACT TO A NON-UNION CONTRACTOR AND THAT IT FURTHER BE

RESOLVED: THAT WE CALL FOR A BOYCOTT OF THE TRI-MET SYSTEM BY OUR MEMBERS AND WE FURTHER RESIST ANY INCREASES IN TRI-MET TAXES UNTIL SUCH TIME AS TRI-MET RECOGNIZES THE GREAT HARM THAT HAS BEEN, AND IS BEING DONE, TO THE LABOR MOVEMENT IN THE STATE OF OREGON.

SUBMITTED BY: OREGON STATE DISTRICT COUNCIL OF CARPENTERS &
DISTRICT COUNCIL OF LABORERS

APPROVED BY: OREGON STATE BUILDING & CONSTRUCTION TRADES COUNCIL
CONVENTION ON MAY 27, 1983

RECEIVED
TECHNICAL SERVICES
JUN 22 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 21, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Relocation
Portland General Electric Co.
N.E. Senate Street (Near N.E. 42nd Ave.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost for the second relocation of two Portland General Electric Company (PGE) poles which are in conflict with the reconstruction of N.E. Senate Street as part of the N.E. 39th Ave.-N.E. 58th Ave. Section of the Columbia River Highway as shown on an attached copy of a portion of Sheet No. 3 of the project plans. The two poles were originally located further north, as shown on an attached copy of a portion of Sheet No. 12 of the N.E. Union Ave.-N.E. 39th Ave. Section plans, but were relocated to their present position to accommodate construction.

PGE made the first relocation of the two poles, at their own expense, to a position they though would be out of conflict. It is at no fault of PGE that the two poles were found to be in conflict with the second project in less than a year. It is the State's opinion that PGE is entitled to reimbursement for the cost of the second relocation.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by the City of Portland.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 7, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,800.

JMC/GAP/llr
Enclosures
cc: E. S. Hunter
    Jack M. Cartwright
    R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1983

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson
Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

Jack M. Cartwright

SUBJECT: Federal Participation Eligibility Date
Second Relocation of Power Poles
Portland General Electric Co.
N.E. Senate Street (W. of N.E. 42nd St.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the second relocation of their aerial power line poles in conflict with this project as of June 7, 1983, is requested. An estimate of cost has been received from the Company in the amount of $1,800. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost and verification of right to reimbursement.

Advanced authorization date of
June 7, 1983 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC:jh
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Jones
R. L. Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
JUN 23 '83
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | Act | File

RECEIVED
JUN 28 1983
RR & UTILITY UNIT

Form 734-3122

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STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 24-1

TO: J. H. Versteeg
Road Design Engineer

DATE: June 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.E. 39th Avenue-S.E. 87th Avenue Section
Columbia River Highway
Contract No. 9594

1 Versteeg ✓
Anderson
2 Adams ✓
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RECEIVED
JUN 20 19[illegible]
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ...../.....
Action

The Metro Region has requested signing for the Holladay Park Hospital on Interstate 84.

Please add an 8' x 2 1/2' Type "B" "HOSPITAL" sign to the right of sign No. 8 on the subject project. Also add a 30" x 30" "H" symbol sign with a 45 degree arrow right plaque on the butterfly sign post at St. "EN" 10+85.

The District Maintenance Supervisor will install all follow-up signing that is required.

L. E. George

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: E. L. Hardt
David Jones
R. W. Failmezger

STATE OF OREGON **INTEROFFICE MEMO** Versteeg

TO: L. E. GEORGE
Traffic Engineer

DATE: May 31, 1983

FROM: GEORGE B. GADEHOLT, Ass't Metro
Region Traffic Operations Supervisor Geo B Gadeholt

SUBJECT: ADDED SIGNS
SE 39th-SE 87th Ave.
Columbia River Highway
Contract No. 9594

Versteeg
Anderson
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RECEIVED
JUN 20 1983
ROAD DESIGN
SECTION

Do
Return
Dr
Action

We have a request from Holladay Park Hospital for signing from the Banfield westbound to the hospital. Signing for Providence Hospital is provided under the contract at two locations; there is none provided for Holladay Park.

The most direct route to the hospital from westbound I-84 is via the Pacific Highway Interchange Connection No. 6 (M.P. 0.20=6C0.20). The existing cantilever sign at Sta. "L"1032+00 Lt. appears to be an appropriate location for a word sign "HOSPITAL." The existing butterfly at Sta. "EN" 10+85 is located at the exit point to the hospital and another sign would be needed there.

If this meets with your approval, would you please arrange for the necessary revisions to be made to the contract plans?

Photographs, plan sheets, and map are attached.

GBG/gw
Attachment
cc Al Harwood
Dave Jones

NOTED
ELMER SCOFIELD

NOTED

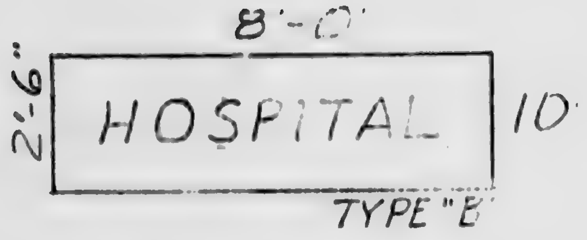
RECEIVED
2 1983
TRAFFIC ENGINEERING

Job No. ....

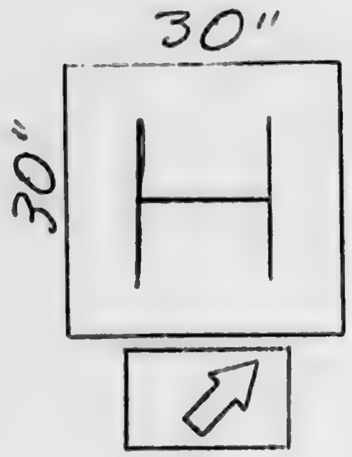
Sheet ...... of ...... Sheets

HOLLADAY PARK HOSPITAL SIGNING

June 15 19 83


8'-0"
2'-6"
HOSPITAL
10"
TYPE "B"

Mount to right of Sign No. 8 (Sta. "L" 1032+00Lt.)
Do Not Illuminate



Mount on Butterfly Sign
Post at Sta. "EN" 10+85

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 1, 1983

NOTED
H. S. COULTER

Mr. Levi J. Smith
Attorney at Law
200 Market Building
Suite 453
200 S. W. Market Street
Portland, Oregon 97201

Re: Highway Division - R. A. Hatch Company Contract No. 9594

Dear Mr. Smith:

Mr. H. Scott Coulter, State Highway Engineer, has asked me to reply to your letter of May 31, 1983. You refer to the intended removal of the 42nd Avenue pedestrian overcrossing, and last week's disruption by union pickets of R. A. Hatch Company's efforts to rig a crane necessary for the removal operation. You state that the company has again scheduled the pedestrian overcrossing removal for tonight Wednesday, June 1, 1983. You also express the opinion that the state is a proper party to seek injunctive relief from the court. We disagree.

The R. A. Hatch Company operates with non-union construction workers. It was the successful low responsible bidder and was awarded the above referenced contract. R. A. Hatch Company would be naive if it did not anticipate the possibility of confrontations with the various construction unions in the Portland metropolitan area. The state will look to R. A. Hatch to take adequate steps, including court injunctions if necessary, to safeguard the construction area and to protect the safety of state personnel as well as members of the traveling public.

The Highway Division will not discourage or prevent lawful, peaceful picketing by labor organizations. On the other hand, it will not condone unlawful picketing, particularly if it endangers the safety of state personnel, the employes of R. A. Hatch Company or members of the public. To this point the confrontation is between the involved labor unions and the R. A. Hatch Company.

Contains Recycled Materials

As we discussed by phone, R. A. Hatch Company is free to proceed with the removal of the 42nd Avenue pedestrian overcrossing [redacted] today, June 1, 1983. Under the contract, the sequencing of the work is the contractor's prerogative. R. A. Hatch is also responsible to take any necessary procautions to see that the work is done without endangering the safety of state or contractor personnel or members of the public.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
cc: H. S. Coulter ✓
Edward L. Hardt
O. B. Jackmond
David Jones

LEVI J. SMITH, P. C.
LAWYER
200 MARKET BUILDING, SUITE 453
200 S.W. MARKET STREET
PORTLAND, OREGON 97201
(503) 241-8230

May 31, 1983

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO Hollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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NOTED
H. S. COULTER

Mr. H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Re: The 42nd Avenue Pedestrian Overcrossing
Removal by R. A. Hatch Company

Dear Mr. Coulter:

I represent the R. A. Hatch Company. As you know, difficulty has arisen over scheduled closing of the Banfield Expressway to permit removal of the pedestrian overcrossing. After a blockage of that scheduled removal by union activity last week, removal has again been scheduled for Wednesday night.

The R. A. Hatch is considering seeking a temporary restraining order and other injunctive relief limiting the union activity which disrupted the last attempt to remove the overcrossing. However, time does not permit a proper application before the presently scheduled shut down of the freeway for this purpose. The company is unwilling to go to court without proper affidavits and a full showing.

State personnel on the site are aware of the potential problems which the unions have threatened. Indeed, apparently union representatives have publically threatened to make a contest over the removal of this overcrossing. However, as I understand it, the state, with its general responsibility to the public and its more particular responsibility to the public thoroughfares on which this project is occurring, has as yet decided not to be a party of record in seeking injunctive relief against the union activity. R. A. Hatch Company believes the state would be the proper party to seek the aid of the courts.

The R. A. Hatch Company is prepared to do the work as scheduled, regardless of obstacles. If you have questions, do not hesitate to call or write.

Sincerely,

Levi J. Smith

LJS:js
cc: Edward L. Hardt
David Jones
Wayne C. Pearson
Jack L. Sollis

1983 NE 39th Ave.-NE 87th Ave. 9594
Sec., of Col. R. Hwy. (Grad.,
pav., struct., sign., illu., sig.) #3

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rll

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) B [illegible]

2. STATE PROJECT NO. See below 6

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

[illegible]
93 3

7. DATE AUTHORIZATION EFFECTIVE 4/11/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required this will confirm the advance approval date of 4/11/83 to proceed with the actual adjustments for the field inspection work on the sanitary sewer relocation by City of Portland, Bureau of Sanitary Engineering.

Reimbursement on an actual cost basis estimated to be $8,644 Federal Funds $6,915.

The above authorization is based on the determination that the system requires monitoring for safe and efficient construction operations of the trunk sewer line being relocated.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG
MAY 26 '83
REFER TO
Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

14. DATE 5/24/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

May 24, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Telephone Service Adjustment
Pacific Northwest Bell Telephone Co.
N.E. 47th Ave. (Apartment Complex)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

RECEIVED
TECHNICAL SERVICES
MAY 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of a lump sum estimate of cost to adjust Pacific NW Bell Telephone Company's facilities dated May 16, 1983, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 11, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,836.

JMC/llr
Enclosure
cc: ✓E. S. Hunter
Jack M. Cartwright
Dick Fleming, Metro Util. Spec.

11594

5

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: ~~Ro~~bert Gormsen
Commission Services

DATE: May 23, 1983

FROM: Roger D. Trygstad, PE RD Trygstad
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1043

SUBJECT: Pacific NW Bell License for Cable Crossing
Near N.E. 74th Avenue
Banfield Transitway
ODOT Agreement No. RR-1043

Attached is the original copy of the agreement which gives Pacific NW Bell Telephone Co. the right to install a communications cable across railroad property near 74th Avenue. We were involved, inasmuch as the proposed line crosses the Highway Division's original Banfield expressway easement.

RDT/llr
Attachment
cc: Robert Sandmann - w/copy
Dick Fleming - w/copy
E. L. Hardt - w/copy

[illegible]

(april report)

81-125-1387

9

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy
#9313

7. DATE AUTHORIZATION EFFECTIVE 3/22/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
N E Union Avenue - N E 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Correction on method of reimbursement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

My PR-1240 dated 5/5/83 with confirmation of advance approval date of 3/22/83 to proceed with actual adjustments for PGE facilities corrected to read "on a lump sum basis of $962.36 Federal Funds $818.00 (FO #31)."

RECEIVED
STATE HWY ENGR
MAY 19 '83
REFER TO Porter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

[illegible]
#4513

7. DATE AUTHORIZATION EFFECTIVE 3/22/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, this will confirm the advance approval date of 3/22/83 to proceed with the actual adjustment to Portland General Electric's service relocation on an actual cost basis estimated to be TEC $962.36 Federal Funds $818.00. (FO #31)

I approve the Agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

2577 5-5-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(6) & UMTA-OR-23-9001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/13/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE 39th Avenue - NE 87th Avenue (Banfield Transitway)

11. GENERAL DESCRIPTION OF WORK
Air monitoring during construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/13/83 as requested by Mr. Keasey's letter of 4/28/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $35,000 Federal Funds $29,000.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to SH6

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7594 — 5-5-83 1

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) & UMTA-OR-23-9001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Aveune - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of project agreement if additonal funds are required, this will confirm the advance approval date of 3/21/83 as requested by Mr. Swan's letter of 4/28/83 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works 36 inch water main relocation at NE 72nd Avenue (Light Rail Conflict) on an actual cost basis estimated to be TEC $13,782 Federal Funds $11,715.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manaul.

RECEIVED
STATE HWY ENG'R
MAY 16 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Att | File

Orig to
5/16

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

9594 5-5-83

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, this will confirm the advance approval date of 3/21/83, as requested by Mr. Swan's letter of 4/28/83, to proceed with the actual adjustments to the City of Portland, Bureau of Water Works 36 inch water main relocation at NE 72nd Avenue crossing (Hwy conflict) on an actual cost basis estimated to be $20,472 Federal Funds $17,401. (FO #32)

I approve the agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG
MAY 16 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dup to
5/16

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

May 13, 1983

NOTED
W. E. SCHWARTZ

Alice Goldstein
Goldberg & Mechanic
Attorneys at Law
1727 N.W. Hoyt Street, Suite 301
Portland, Oregon 97209

Dear Ms. Goldstein:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on May 10, 1983. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "Wage certifications showing names, addresses and Social Security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, No. 9594."

These wage certifications were presumably furnished to the Department of Transportation as required by ORS 279.354. Under ORS 279.355, the Commissioner of the Bureau of Labor and Industries also has authority to review wage information in the office of the contractor. ORS 279.355(3) provides:

> "Notwithstanding ORS 192.410 to 192.500, any record obtained or made by the commissioner under this section shall not be open to inspection."

ORS 279.359(3) also makes confidential any wage information received by the commissioner in determining prevailing rates of wage.

These exemptions from the Public Records Law are not made applicable to a public body receiving wage information under ORS 279.354. Nevertheless, they evince a legislative determination that records relating to wages paid by private employers to their employes shall not be public information, even though employers must furnish this information to public bodies for purposes of administration and enforcement of the Prevailing Wage Law.

cc Coulter
Reg. Engrs.

To require the Department of Transportation to turn over information when the identical information is confidential in the hands of the Commissioner of the Bureau of Labor and Industries would frustrate the purposes of ORS 279.355(3) and 279.359(3). ORS 279.354 must be construed together with ORS 279.355(3) and 279.359(3) in order to carry out the evident legislative purpose. We accordingly conclude that the information which you seek is not subject to disclosure.

Assuming however that the confidentiality provisions of ORS 279.355(3) and 279.359(3) should not be read into ORS 279.354, we at least have a legislative declaration that wage information as to employes of private employers is private in nature. For purposes of ORS 192.500(2)(b), such a declaration could be deemed to supersede or at least modify the "not normally shared with strangers" test set forth in *Morrison v. School District No. 48*, 53 Or App 148, 631 P2d 785 (1981) and *Turner v. Reed*, 22 Or App 177, 583 P2d 373 (1975). Even applying that test, the disclosure you request is distinguishable from the disclosure ordered in *Morrison, supra*, and in *Kotalski v. Mt. Hood Comm. College*, 82 Or App 452, ___ P2d ___ (1983) and *Lane County School District v. Parks*, 55 Or App 416, 637 P2d 1383 (1982). All three of those cases involved public employes. It has long been held that there is no expectation of privacy in the manner of performance of public duties. *Jensen v. Schiffman*, 24 Or App 11, 544 P2d 1048 (1976); *see* *New York Times Co. v. Sullivan*, 376 US 254 (1964). To this we would add that there is no expectation of privacy in the fact of employment by a public body, or in the amount of compensation received by anyone directly from public funds. So far as private employment is concerned, such expectations of privacy are *not* lost.

Information concerning the employer for whom one works is usually but not always shared with strangers, and it can make a difference in a particular case, as where the employer is a nonunion contractor involved in a dispute with unions. Information as to personal income is not ordinarily shared with strangers. One's home address is often shared with strangers, but not when the person is of an age or in employment which could result in harassment or other unreasonable invasions of privacy. Social Security numbers are recognized by the Federal Freedom of Information Act as personal in nature. All of the information you seek is "personal" in that it is about individual persons, those persons have not in effect waived expectations of privacy by becoming employes of public bodies, and those persons undoubtedly do have expectations of privacy, varying in degree, as to some or all of the information which would be disclosed.

We recognize that furnishing home addresses is rarely an unreasonable invasion of privacy. But furnishing names, home addresses, wage information and social security numbers for previously unknown persons identified by the disclosure as working for a particular employer could well be an unreasonable invasion of privacy.

The burden of showing that disclosure would not be an unreasonable invasion of privacy, or that the public interest requires disclosure notwithstanding an invasion of privacy, rests upon the requester. You have furnished no information to meet that burden.

Your petition is accordingly denied. If you wish to challenge this order, you may do so by suit filed in the Marion County Circuit Court under ORS 192.450.

Sincerely,

JOHN A. REULING, Jr.
Special Counsel
to the Attorney General

JAR:tlg
cc (w/ incoming):
H.S. Coulter, State Highway Engineer
Jack Sollis, Assistant Attorney General

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
SUITE 301
1727 N. W. HOYT STREET
PORTLAND, OREGON 97209

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN

TELEPHONE
(503) 224 2372

May 9, 1983

RECEIVED
MAY 10 1983
ATTORNEY GENERAL
SALEM, OREGON

Mr. David B. Frohnmayer
Attorney General
100 State Office Bldg.
Salem OR 97310

Re: Petition to Review Denial of Right to Inspect State Public Record

Dear Mr. Frohnmayer:

Enclosed herewith is a Petition for Review of Denial of Right to Inspect or Copy State Public Records.

In accordance with ORS 192.450(1), please advise your response within seven days.

Thank you.

Sincerely,

GOLDBERG & MECHANIC

Alice Goldstein
Alice Goldstein

AG:bm
Enclosure

cc: Chuck Walling

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
SUITE 301
1727 N. W. HOYT STREET
PORTLAND, OREGON 97209

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN

TELEPHONE
(503) 224 2372

PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORD

May 9, 1983

I, Alice Goldstein, the undersigned, request the Attorney General to order the Department of Transportation and its employees to produce copies of the following records:

1. Wage certifications showing names, addresses and Social Security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, No. 9594.

I asked to inspect these records by letter dated April 27, 1983, to the Records Custodian at the Department of Transportation, Transportation Building, Salem, OR 97310. (Copy attached). Although the Department agreed to provide the payrolls, H.S. Coulter, State Highway Engineer indicated the names, addresses and Social Security numbers would be blanked out. (Copy attached).

We believe that under the authority of Kotulski v. Mt. Hood Community College, 62 Or App 452 (1983) and Morrison v. School District No. 48, 53 Or App 148, 631 P2d 785, rev. den. 291 Or 893 (1981), this information must be provided.

Alice Goldstein
ALICE GOLDSTEIN
Attorney for International Union of
Operating Engineers, Local 701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 5, 1983

In Reply Refer to
File No

Alice Goldstein
Attorney at Law
Suite 301
1727 NW Hoyt Street
Portland, OR 97209

Re: Request for Public Records Under
Public Records Law
Local 701

tracer
adm 7-1

In reply to your letter of April 27, 1983 addressed to the Records Custodian, Department of Transportation, please be advised that on behalf of the Highway Division I do not feel that the information you have requested is subject to disclosure under the Public Records Law. If you have any case citations that you feel would change this decision, please furnish them and our counsel will review them.

We would be glad to furnish you the payrolls with the names, addresses and social security numbers of the employes obliterated if that would satisfy your request.

Sincerely,

H Coulter

H. S. Coulter
State Highway Engineer

Form 734-3122

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
SUITE 301
1727 N. W. HOYT STREET
PORTLAND, OREGON 97209

STEVEN GOLDBERG
GENE B MECHANIC
ALICE GOLDSTEIN

TELEPHONE
(503) 224 2372

April 27, 1983

CERTIFIED MAIL-RETURN RECEIPT
REQUESTED

Records Custodian
Department of Transportation
Transportation Building
Salem OR 97310

Re: Request for records under Public Records Law

Dear Records Custodian:

We hereby request, on behalf of our client, International Union of Operating Engineers, Local 701, that you provide certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et seq.:

> Wage certifications showing names, addresses and social security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, #9594.

Verbal requests of Highway Division employees David Jones and Al Harwood for this records have been refused. We believe their denial is improper, as none of the exemptions set forth in ORS Chapter 192 apply.

Please provide this information no later than May 4, 1983. If this information is not timely provided we will seek review of the denial in accordance with ORS 192.450.

Thank you for your cooperation.

Sincerely yours,

GOLDBERG & MECHANIC

Alice Goldstein

AG:ig

cc: Chuck Walling

7 14

Schwartz

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
MAY 2 '83
REFER TO
Schwartz
FOR

Info	Invest	R/D	D/R	Sign	Act	File
X						

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY
EDWARD L HARDT

NOTED
H. S. COULTER

DATE: April 29, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: 39th Avenue - 87th Avenue Section
Columbia River Highway
Banfield Transitway

Because of a report (unconfirmed as of this date) of a vehicle accident on the Banfield freeway caused by motorist distraction because of the presence of Local 701 pickets on one of the overcrossings, we have investigated what measures can be taken to make sure that traffic on the Banfield is not distracted by the pickets. On Thursday morning, April 27, Al Harwood and David Jones met with the City of Portland Police to discuss what measures the police can take. They found that the only way that the police can come into the picture is if 1. the pickets are impeding traffic or, 2. if they are hanging signs on the overhead structures. The police were sympathetic towards our problems but under the circumstances do not seem to be able to really speak to the problem.

On Thursday afternoon I met with Jim Ridderbusch, President and Field Supervisor of Local 701 and Mac Crocker, Field Representative of 701, at their office in Portland. I told them that the Highway Division felt the presence of a picket on a structure over the Banfield waving a sign at the motorists was a hazard to the motorist and that we were also concerned that the pickets who have been holding their signs on the outside of the bridge railings could accidentally drop a sign on the traffic with disasterous results. I went on to say that in spite of the fact that the Highway Division does not want to become involved in the dispute between the Operating Engineers and R. A. Hatch Company, that if the distractions to the motorists continued we would have to consider seeking court action to have the actions stopped since we are very concerned of the safety of the motorists on the freeway.

Mr. Ridderbusch said that the Union was very concerned for public opinion, did not want an accident to occur not only because of the potential for injury or death of the traveling public but also the adverse publicity that would bring on the Union and as he said, "I don't want to have to mortgage the building in order to pay off a law suit resulting from an accident". He agreed to instruct the pickets, effective Friday morning, April 28 that 1. they are not to hold their signs outside of the bridge railings in order to make sure that they don't accidentally drop them on the freeway, 2. they are not to wave their signs at the motorists and, 3. in general, they are not to do anything that will distract the drivers on the freeway. I said that if they did these things that this would relieve the Highway Division's concerns.

Later in the day I discussed my conversation with the Union people with Jack Sollis and he agreed that this seemed like a reasonable solution. By copy of this memo I am asking Dave Jones to monitor the picket activities with respect to the operations of the freeway and if he sees anything that is distracting to the motorists to bring this to Mr. Ritterbusch's or Mr. Crocker's attention. If they persist then Dave Jones should bring it to Al Harwood's or my attention.

In the course of the conversation with the Union people they brought up their concern that Dave Jones maintain his impartiality towards the Union in their efforts to adversely affect the contractor's operation. They perceive some leaning of Mr. Jones towards the contractor in the various disputes and discussions that have come up on the project. I mentioned that this dispute places him in a very difficult position in that his mission is to see to the successful completion of the project and that he also is placed in a position of making some arbitrary decisions about work areas, interference by pickets, etc. Recognizing the difficult position this puts Dave Jones in I still am requesting that he maintain an impartial attitude towards the two sides and do whatever he can towards minimizing the conflicts.

ELH/b

cc: E. S. Hunter
W. E. Schwartz
Jack Sollis
C. T. Keasey
Bob Sandmann
David Jones

43

8

nig cc: OSHD (Coulter) OSHD(Keasey)
OSHD Metro Reg (Sandmann)
*UMTA, Reg X (Ramon)
*Tri-Met (MacDonald)
*Includes cy H A Schell rpt, 5-16-83, IX-68(6)

4-28-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
** 4-28-83	C. T. Christianson, Area Engineer Original signed by C. T. CHRISTIANSON	IX-68(6)

IN COMPANY WITH OSHD Metro Region: Bob Sandmann, Proj Engr; Dave Jones & Paul Barnhart, Proj Managers

LOCATION

NE. 39th AVENUE - NE. 87th AVENUE SECTION, BANFIELD FREEWAY/TRANSITWAY

RECEIVED
STAT. HWY ENGR
JUN 9 '83
REFER TO Keasey
FOR
File
Act
Sign
D/R
R/D
Inves

CONTRACTOR NAME AND ADDRESS

R. A. Hatch Construction, Bend, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-1-83	$29,270,186	925 CD	3-15-83	3-12-83

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	07%	12%

REMARKS

** Structures were reviewed 5-16-83 by H. A. Schell & R. Burkhardt, FHWA Div, and R. Pillsbury, FHWA Region, in company with J. Richardson & J. Bjorkmann, OSHD.

** A Construction Inspection-in-depth was performed 5-12-83 to 5-16-83 by a review team from the FHWA Region 10 Office. This was a comprehensive review of project administration and field construction operations.

This project provides for complete reconstruction of the Banfield Freeway and construction of the LRT roadbed on this segment of the Banfield Transitway project. The work includes grading, base, and PCC pavement; structures and walls; signals and illumination; sound barriers; and incidental features.

Clearing is substantially done except for structure removal. Footing and wall construction were underway at the 57th - 60th area. Utility work on water and sewer facilities in progress on Willow Street @ 60th. Wall and utility work are in progress on the south side between 60th and 82nd, and excavation is underway on the east end of the project.

Adjustments to wall footings (#4 and #5) will be necessary to fit the projected future UPRR grade, and some adjustment to fit ground topography may be necessary. This change results from the compressed project development schedule and is necessary for completion of the project. Cost could exceed $400,000. The trunk sewer line will also need substantial field adjustment to fit existing and new bridge footings, walls, etc. Some changes to pipe and bedding class will be necessary where the line is placed under LRT grade and walls.

The contractor's rapid progress has required constant change and adjustment to the traffic staging. Traffic control is complex but has been satisfactory to date. Because of the close proximity of traffic to construction operations, it is imperative to anticipate high-hazard potentials as work areas shift. Modifications to safety details can be effected by change order if necessary.

Project records covering materials and progress payments were reviewed by the Inspection-in-depth team and found to be satisfactory. Support data on record for contract change orders was considered somewhat weak in defining the work and/or cost support. This will be the subject of followup discussions.

Project staffing is considered to be minimum. Double-shifting or the occurrence of significant unexpected problems would cause delays to engineering and inspection activities. This problem is not unique to this project and is the subject of intense personnel management activities within OSHD. Overall management of this project is considered good, and progress is ahead of schedule.

---CTC---

95-74

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Inves | N/D | D/R | Sign | Act | File

April 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: D. E. Swan
Program Control Engineer

SUBJECT: 36-inch Water Main Relocation
Burau of Water Works, City of Portland
N.E. 72nd Ave. Crossing (Light Rail Conflict)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. UMTA-OR-23-9001

Here is a copy of an estimate of cost to adjust the Bureau of Water Work's facilities dated October 7, 1982, and a sketch showing their proposed relocation. This estimate covers the work required to accommodate Light Rail Construction.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 21, 1983 under the provisions of PPM 30-4 and 30-4.1 is requrested. Estimated cost to the State is $13,782. This work will be covered by OFW #33.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

1574

April 28, 1983

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO

FOR

Info	Inves	R/D	U/R	Sign	Agt	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY
GARY A. POTTER
D. E. Swan
Program Control Engineer

SUBJECT: 36-inch Water Main Relocation
Bureau of Water Works, City of Portland
N.E. 72nd Ave. Crossing (Highway Conflict)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works facilities dated October 7, 1982, and a sketch showing their proposed relocation. This estimate covers the work required to accommodate highway construction.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 21, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $20,472. This work will be covered by OFW #32.

JMC/DES/llr
Enclosures
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

[illegible]

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	[illegible]

April 27, 1983

[illegible]
#9213

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Field Inspection, Sanitary Sewer Relocation
Portland Bureau of Sanitary Engineering
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost, dated March 31, 1983, for the Portland Bureau of Sanitary Engineering's field inspection of relocated sanitary sewer.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The sanitary sewer conflicts were anticipated. The relocation work was included as part of the State's highway construction project.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's sanitary sewer facilities..

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 11, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,644. This work will be covered by OFW #35.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

1-7-1

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | ign | Act | File

April 27, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Electric Service Relocation
Portland General Electric Co.
N.E. 51st Ave. @ N.E. Hoyt St.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Project No. IX-68(4)

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric facilities dated March 17, 1983, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy private property.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 22, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $962.36. This work will be covered by OFW #31.

JMC/DES/llr
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

959

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
SUITE 301
1727 N. W. HOYT STREET
PORTLAND, OREGON 97209

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN

TELEPHONE
(503) 224-2372

April 27, 1983

CERTIFIED MAIL-RETURN RECEIPT
REQUESTED

[illegible]

Records Custodian
Department of Transportation
Transportation Building
Salem OR 97310

Re: Request for records under Public Records Law

Dear Records Custodian:

We hereby request, on behalf of our client, International Union of Operating Engineers, Local 701, that you provide certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et seq.:

> Wage certifications showing names, addresses and social security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, #9594.

Verbal requests of Highway Division employees David Jones and Al Harwood for this records have been refused. We believe their denial is improper, as none of the exemptions set forth in ORS Chapter 192 apply.

Please provide this information no later than May 4, 1983. If this information is not timely provided we will seek review of the denial in accordance with ORS 192.450.

Thank you for your cooperation.

Sincerely yours,

GOLDBERG & MECHANIC

Alice Goldstein
Alice Goldstein

AG:ig

cc: Chuck Walling

RECEIVED
APR [illegible]
COMMISSION [illegible] CES
DEPARTMENT OF TRANSPORTATION

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DOT DIRECTOR
APR 27 '83
REFER TO
[illegible]
FOR

Info	Inves	R/O	D/R	Sign	Act	File
					X	

7594

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 27, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: NE 39th Avenue - NE 87th Avenue
Columbia River Highway
Contract No. 9594

The business agent for the Operating Engineers, Local 701, called and said that he had been unable to get the names and addresses of the people working on the 39th Avenue - 87th Avenue Section of the Banfield Freeway project.

I told him that was correct, that I had instructed the Project Manager that we would be willing to give the Operating Engineers copies of the payrolls but not the names and addresses of the employees working on the project.

I asked the agent why he needed this information. He said members of his union were employed on the project and he needed to know who they were. I would question his need for this information because I am concerned what use they would make of this information. It would seem laws concerning making this information available to the public should protect the privacy of the individuals in a situation such as this.

The Operating Engineers agent indicated that if necessary they would go to court to obtain the names and addresses.

I will continue to direct Dave to not release this information until instructed to do so through proper channels.

cc: W. E. Schwartz
C. T. Keasey
Jack Sollis
Bob Sandmann
Dave Jones

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 28 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

[illegible]

[illegible]
#9213

April 13, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Field Inspection, Sanitary Sewer Relocation
Portland Bureau of Sanitary Engineering
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Portland's Bureau of Sanitary Engineering to proceed with the field inspection of the relocation work being done on their facilities in conflict with this project as of April 11, 1983 is requested. An estimate of cost has been received from the City in the amount of $8,644. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by spearate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 11, 1983 is approved

CTChristianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Jones
Gary Kennen
Pete Gonzalez

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APR 15 '83
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FOR
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RECEIV
APR 15 1983
RR & UTILITY UNIT

April 13, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telephone Service Adjustment
Pacific NW Bell Telephone Co.
(N.E. 47th Avenue)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

NOTED
S. HUNTER

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company to proceed with the relocation of their telephone service facilities in conflict with this project as of April 11, 1983 is requested. An estimate of cost has been received from the Company in the amount of $6,201. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 11, 1983 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Jones

Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
APR 15 '83
REFER TO
FOR
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APR 15 1983
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/17/83
8. FEDERAL ROUTE NUMBER Primary 68
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, as requested by Mr. Swan's letter of 3/29/83 this will confirm the advance approval date of 3/17/83 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water main adjustment (NE 60th Avenue Water Tunnel Crossing) on an actual cost basis estimated to be $43,969 Federal Funds $37,374.

I approve the Agreement with the City of Portland.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
Potter
F.

Info	Inves	R/D	J/R	Sign	Act	File

14. DATE 4/12/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

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Pia

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) √

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are needed this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the water main relocation for the City of Portland, Bureau of Water Works on an actual cost basis estimated to be $24,100 Federal Funds $20,485.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO Potter
FOR
Info Invest R/D J/R Sign Act File

14. DATE 4/11/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK: Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works water facility relocation at the NE 47th Street crossing on an actual cost basis estimated to be $29,431 Federal Funds $25,016.35.

I approve the Agreement with City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
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REFER TO Potter
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Orig to 4/6

14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Bresner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4/1/83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/11/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 3/11/83 to proceed with the actual adjustments of Portland General Electric Company's electric service relocation at NE 47th Avenue on a lump sum basis of $2,315.55 Federal Funds $1,968.22.

I approve the Agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

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Orig to 4/6

14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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4-1-83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) & UMTA-OR-23-9001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the City of Portland's water main relocation at the NE 53rd Avenue U'xing on an actual cost basis estimated to be $11,041 Federal Funds $9,384.85. (FO #22)

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

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APR 6 '83
REFER TO Potter
FOR

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14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-1-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

6

1. FEDERAL-AID PROJECT NO.
IX-68(4) & UMTA-OR-23-9001

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10030

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/23/83

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the City of Portland's Bureau of Water Works water main relocation at NE Halsey at NE 67th Ave. on an actual cost basis estimated to be $11,519 Federal Funds $9,791.15. (FO #23)

I approve the Agreement with the City of Portland Bureau of Water Waorks.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

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STATE HWY ENGR
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FOR
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Orig 4/6

14. DATE
4/1/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

NOTED
RECEIVED
TECHNICAL SERVICES
MAR 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

March 29, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Program Control Engineer

SUBJECT: 30-inch Water Main Adjustment
Bureau of Water Works
City of Portland
N.E. 60th Avenue Water Tunnel Crossing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works, City of Portland, 30-inch water main crossing in a tunnel beneath the highway at N.E. 60th Ave. dated February 4, 1983, and a sketch showing their proposed relocation.

Also enclosed is a copy of structural drawing No. 37577 for the N.E. 60th Ave. water main conduit reconstruction being accomplished by the State's contractor. The work is being done under Contract Bid Items No. 216 Concrete in Waterline Conduits and No. 220 Reinforcement in Waterline Conduit. Estimated cost for the work at unit bid prices is $20,450.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 17, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $43,969 for Bureau's work and $20,450 for the work included in State's contract.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

March 29, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: 4-inch & 8-inch Water Main Relocation
Bureau of Water Works
City of Portland
N.E. 53rd Ave.-N.E. 56th Ave. on N.E. Hoyt St.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

HUN
H

Here is a copy of an estimate of cost to adjust the Bureau of Water Works, City of Portland facilities in N.E. Hoyt St. between N.E. 53rd Ave. and N.E. 56th Ave. dated February 4, 1983, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction.

The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation

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MAR 31 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

involves a crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the Bureau's facilities and has been provided for in the attached estimate. The Bureau is increasing a segment of 4-inch water line to 8-inches. Estimated cost of replacement in kind is $24,099.32. Estimated cost of replacement with betterment is $25,635.50. The State will, therefore, reimburse the Bureau for $24,099.32/$25,635.50 or 94.00 percent of actual cost of relocation.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 23, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $24,100.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
    Jack M. Cartwright

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

February 25, 1983

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Attn: Mr. R. W. Gormsen

Re: NE 39th - NE 87th Avenue Section
Columbia River Highway #9594
MBE - WBE Participation

Gentlemen:

Following is documentation as required under Article 5 of the Supplemental Contract Provisions SPO. 2, Minority Business Enterprise Participation.

R. A. Hatch Co. intends to utilize the following Minority Businesses as Subcontractors on this project.

Hopsing Construction, Inc. (MBE)
P. O. Box 12734
Salem, OR 97309

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
30	Treated Base Mixture	81,000 T	$ 7.25	$ 587,250.00
31	Cement in Mix	4,450 T	57.00	253,650.00
67	Inlets Type G-2	87 ea	315.00	27,405.00
68	Inlets Type G-2 mod.	41 ea	386.00	15,826.00
69	Inlets Type P	34 ea	220.00	7,480.00
70	Inlets Type B	2 ea	295.00	580.00
76	Guard Rail, Type 2A	475 lf	9.00	4,275.00
77	Guard Rail, Type 3	225 lf	10.00	2,250.00
78	Guard Rail Anchors, Type 1	8 ea	300.00	2,400.00
79	Extra for Bridge Conn.	2 ea	150.00	300.00
80	Rail End Piece Type C	9 ea	80.00	720.00
85	Concrete Walks	5,420 sy	8.50	46,070.00
86	Concrete Driveways	625 sy	12.00	7,500.00
87	4" Concrete Surfacing	65 sy	9.00	585.00
88	Concrete Curbs, Type A	70 lf	7.00	490.00
89	Concrete Curbs, Type C	13,190 lf	3.00	39,570.00
90	Concrete Curbs Type B-1 mod.	700 lf	4.00	2,800.00
91	Concrete Curbs Type G-1 mod.	85 lf	3.40	289.00

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
100	Delineators, Type 2	15 ea	$ 18.00	$ 270.00
101	Delineators, Type 3	20 ea	22.00	440.00
108	24" Glare Shield	9,360 ea	9.00	84,240.00
109	36" Glare Shield	72 ea	11.00	792.00
110	48" Glare Shield	264 ea	13.00	3,432.00
111	Reflectors	1,640 ea	2.50	4,100.00
115	Impact Attenuator L-1152+50		L.S.	15,000.00
116	Impact Attenuator L-1199+50		L.S.	15,000.00
117	Impact Attenuator B62 1182+62		L.S.	15,000.00
118	Impact Attenuator 81st 99+30		L.S.	15,000.00
341	Remove Existing Signs		L.S.	2,000.00
342	Wood Sign Posts		L.S.	9,000.00
343	Sign Support Footings		L.S.	40,000.00
344	Breakaway Sign Posts		L.S.	2,000.00
345	Single Post Breakaway Supports		L.S.	2,500.00
346	Sign Bridge L-1252+00		L.S.	26,000.00
347	Cantilever Str. L-1157+40		L.S.	9,000.00
348	Cantilever Str. L-1182-00		L.S.	9,400.00
349	Cantilever Str. L-1201+10		L.S.	8,300.00
350	Cantilever Str. L-1213+00		L.S.	9,300.00
351	Cantilever Str. L-1262+70		L.S.	8,300.00
352	Structure Mounts		L.S.	41,000.00
353	Mast Arm Support L-1053+50		L.S.	3,600.00
354	Mast Arm Support L-1266+50		L.S.	5,000.00
355	Signal Pole Mounts		L.S.	4,200.00
356	Special Pipe Sign Supports		L.S.	5,000.00
357	Type A & B Signs	5,060 sf	15.00	75,900.00
358	Type C, D & R Signs	874 sf	8.00	6,992.00
359	Type EE Signs	431 sf	9.00	3,879.00
360	Type F, G & M Signs	173 sf	8.00	1,384.00
361	Type H & I Signs	155 sf	11.00	1,705.00
362	Type U & V Signs	487 sf	16.00	7,792.00
363	Move, Modify Existing Signs		L.S.	3,000.00
				$1,437,966.00

The Kaspac Corporation (MBE)
P. O. Box 80306
Seattle, Washington

94	Concrete Barrier Std.	33,030 lf	.90	29,727.00
95	Barrier Non-Std.	1,725 lf	.90	1,552.50
96	Special Barrier	2,616 lf	.90	2,354.40
97	Shld. Barrier Non-Std	350 lf	.90	315.00
98	Shld. Barrier Mod.	525 lf	.90	472.50
99	Drainage Curbs	13,700 lf	2.00	27,400.00
113	Crystal Type 1 Markers	1,430 ea	3.00	4,290.00
114	White Type 2 Markers	5,720 ea	2.00	11,440.00
365	Themo. Pavement Arrows	11 ea	200.00	2,200.00
				$ 79,751.40

(Items 94, 95, 96, 97 and 98 painting only.)

H & H Electric, Inc. (WBE)
741 SE Glenwood Drive, Suite B
Bend, OR 97708

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
13	Temporary Illumination	All	L.S.	$253,990.00
366	Removal of Light Poles	60 ea	$ 200.00	12,030.00
367	Pole Foundations	All	L.S.	30,630.00
368	Rd. Lighting Poles & Arms	All	L.S.	144,090.00
369	Luminaires, Lamps, Ballasts	All	L.S.	41,465.00
370	Switching, Conduit, Wiring	All	L.S.	204,137.00
371	Traffic Signal	All	L.S.	291,457.00
372	Ramp Meter Signal	All	L.S.	62,871.00
				$1,040,670.00

A & G Landscaping, Inc. (WBE)
35886 Willama Lane
Pleasant Hill, OR 97401

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
119	Roadside Seeding & Mulching	12 ac	450.00	5,400.00
	Sod Lawn	61,000 sf	.50	30,500.00
				$35,900.00

Yours Truly,

R. A. HATCH CO.

Michael D. Durbin
Estimator

MDD:ecy

RECEIVED
FEB 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9594

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

March 24, 1983

BANFIELD TRANSITWAY OFFICE
TO: .... FROM: ....
MAR 25 1983
____ Prepare Reply ____ Investigate
____ For My Signature ____ For Your Inf
____ Comment ____ Note & File
____ Initial & Return ____ Return w/deta

Mr. Robert F. Blackmore
Attorney at Law
Hall Street Station
4500 S.W. Hall Blvd.
Beaverton, Oregon 97005

RE: Walter H. Anderegg & Sons and Banfield Transitway

Dear Mr. Blackmore:

In reply to your letter of March 21, 1983, it appears to me that Mr. Sandmann gave you a very logical and clear explanation of the reason why your client was being requested to relocate his facilities on the highway overcrossing. As is obvious from his letter, the purpose of the reconstruction is to accommodate the Banfield Freeway and not the LRT.

The Banfield Freeway would have been widened had the LRT never been heard of. The widening of the Banfield Freeway is being done in conjunction with the construction of the LRT because it is more economical. The widening of the Banfield, however, is a separate project and many of the relocations necessitated by the widening of the Banfield have no relationship to the construction of the LRT and the example given by Mr. Sandmann to you in his letter of March 17, 1983, is a very good one. Only that portion of the overcrossing that goes over the Banfield is being taken down and replaced. The section that spans the U.P. Railroad and the Tri-Met's light-rail facility are not being affected at all.

Enclosed for your information is a copy of the Administrative Rules governing this situation. I am sure after you have reviewed the Administrative Rules, you will understand that the Highway Division has complete authority to require relocation of facilities that are located on State Highway right-of-way, and enforce the terms of their permit. If you have any questions after reviewing the Administrative Rules, I should be most happy to discuss this matter with you.

Sincerely yours,

JACK L. SOLLIS
Jack L. Sollis
Assistant Attorney General

MAINTENANCE ENGINE
RECEIVE
MAR 30 1983
CSE FC

RECEI
MAR 31 1983
RR & UTILITY UNIT

JLS:ss
Enclosure

cc: Bob Sandmann

New Lawyer -
Marvin D. Bowen
11825 S.W. Greenburg Rd.
Tigard 620-6565
9727-3

751-

March 22, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Electric Service Relocation
Portland General Electric Company
N.E. 51st Ave. @ N.E. Hoyt St.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the relocation of their electric service to an apartment complex at N.E. 51st Ave. & N.E. Hoyt St. in conflict with this project as of March 22, 1983 is requested. A lump sum estimate of cost has been received from the Company in the amount of $962.36. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 22, 1983 is approved

C. T. Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Jones
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICE
MAR 24 '83
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	Act	File

9774

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED.
STATE HWY ENGR
MAR 17 '83
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

Subject: Oregon Project IX-68(6)
Reinforced Earth Walls

Date: March 15, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer

R. S. HUNTER

Attached are Mr. Chassie's comments on the technical data submitted for the design of vertically jointed Reinforced Earth panels:

1. Ron Chassie has reviewed the geotechnical aspects of the design and considers it satisfactory.

2. Panel Design - sheet 2 of 14 entitled "soil stress, uniform dist. load for design": The load factor of 1.7 for earth pressure is reasonable. This is essentially the same factor that would be obtained from AASHTO Table 1.2.22 when γ and β_E both are 1.3, which appears to be the case for this design.

3. Panel Design - sheet 6 of 14 entitled "Reinforced selection (horizontal): It appears that the design procedure does not include a capacity reduction factor (ϕ). A ϕ of 0.9 would be appropriate to satisfy AASHTO 1.5.30 (B). Our review calculations, however, show that the proposed No. 4 @ 18" provide satisfactory strength.

4. Panel Design - sheet 7 of 14 entitled "Soil Stress, Uniform Dist. Load Vertical Design": It appears that the beam configuration chosen for design includes a cantilever of 7 inches. We believe the cantilever length should be 3.5 feet, which is the ballast and sub-ballast portion of the wall. At least, this design condition should be checked.

5. Panel Design - sheet 12 of 14 entitled "Reinforcement for Movement of Panel": We believe the load factor of 1.4 is inadequate to account for unknowns in dead load and dynamic loads from handling and transporting. It seems to us that the 1.3 γ factor from AASHTO Table 1.2.22 is appropriate, in addition to a factor of 1.5 for dynamic loads. This would combine into an overall load factor of approximately 2.

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TECHNICAL SERVICES
MAR 18 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

3-21-83

Orig - Walt Hart
Please ~~[illegible]~~ reply
EMM

6. Panel Design - sheet 13 of 14 entitled "Reinforement for Movement of Panel": As in the preceding comment 3, it appears that the capacity reduction factor has not been applied.

Please let us know how this list of questions is resolved.

For Dale E. Wilken

Attachment
memo, Kazsa to Wilken

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Room 412 Mohawk Building
708 S. W. Third Avenue
Portland, Oregon 97204

copy to W. Hard 3/4/83

Subject: Oregon Project IX-68(6)
Reinforced Earth

Date: February 18, 1983

From: Director, Office of Structures,
Hydraulics and Geotechnics

Reply to Attn. of: HST-010

✓ R-OR To: Mr. D. E. Wilken
Division Administrator
Salem, Oregon

As requested by Mr. Schell's January 25, 1983 memorandum on this subject, we have reviewed the technical data for design of vertically jointed Reinforced Earth panels and offer the following comments:

1. Ron Chassie has reviewed the geotechnical aspects of the design and considers it satisfactory.
2. Panel Design - sheet 2 of 14 entitled "soil stress, uniform dist. load for design": The load factor of 1.7 for earth pressure is reasonable. This is essentially the same factor that would be obtained from AASHTO Table 1.2.22 when γ and β_E both are 1.3, which appears to be the case for this design.
3. Panel Design - sheet 6 of 14 entitled "Reinforced selection (horizontal): It appears that the design procedure does not include a capacity reduction factor (ϕ). A ϕ of 0.9 would be appropriate to satisfy AASHTO 1.5.30 (B). Our review calculations, however, show that the proposed No. 4 @ 18" provide satisfactory strength.
4. Panel Design - sheet 7 of 14 entitled "Soil Stress, Uniform Dist. Load. Vertical Design": It appears that the beam configuration chosen for design includes a cantilever of 7 inches. We believe the cantilever length should be 3.5 feet, which is the ballast and sub-ballast portion of the wall. At least, this design condition should be checked.

Note

5. Panel Design - sheet 12 of 14 entitled "Reinforcement for Movement of Panel": We believe the load factor of 1.4 is inadequate to account for unknowns in dead load and dynamic loads from handling and transporting. It seems to us that the 1.3 γ factor from AASHTO Table 1.2.22 is appropriate, in addition to a factor of 1.5 for dynamic loads. This would combine into an overall load factor of approximately 2.

RECEIVED
FEB 2 [illegible]
OREGON DIVS

6. Panel Design - sheet 13 of 14 entitled "Reinforcement for Movement of Panel": As in the preceding comment 3, it appears that the capacity reduction factor has not been applied.

In summary, and in answer to your questions, the Load Factor and Strength method of design is satisfactory if judiciously applied. There are, however, several questions listed above that need to be resolved.

GmKasza

Gary M. Kasza

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

March 18, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D Swan
Acting Program Section Manager

SUBJECT: Electric Service Relocation
Portland General Electric Co.
(N.E. 47th Avenue)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric Company's electric service to an apartment complex on N.E. 47th Ave. dated January 21, 1983, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to Portland General Electric's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 11, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Total cost to the State is $2,315.55.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

9594

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

March 17, 1983 Telephone 238-8226

In Reply Refer to
File No.

ROBERT F. BLACKMORE
Thompson, Adams, & DeBast
Attorneys at Law
4500 S.W. Hall Boulevard
Beaverton, OR 97005

Subject: Banfield Transitway

In reply to your letter of March 10, 1983, I wish to inform you that the Oregon State Highway Division is widening the Banfield Freeway. To do so requires reconstruction. The new bridge will be lengthened approximately sixty feet to the south to accommodate the widened freeway.

About one-hundred twenty feet of the existing bridge will remain in place. This section spans the Union Pacific Railroad tracks and Tri-Met's westbound light-rail facility.

The rebuilt portion of this bridge is designed to provide more vertical clearance over the freeway than now exists. This redesign does not allow us to reconnect Meadowland's sewer as it now exists; thus requiring a total replacement.

Given the above situation, the Highway Division must enforce the terms of our Pipeline Permit No. 5674. If you have further questions regarding our position, please feel free to contact Jack Sollis, Chief Council, in Salem at 378-4259. I am available to answer engineering questions.

ROBERT A. SANDMANN
Project Engineer

ebg

xc: J. Sollis
bxc: A. C. Harwood w/attachment
R. A. Sandmann "
J. M. Cartwright "
D. L. Jones

March 17, 1983

NOTE
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
MAR 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Federal Participation Eligibility Date
30-inch Water Main Adjustment
Bureau of Water Works
City of Portland
N.E. 60th Ave. X'ing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for the Bureau of Water Works and the State's contractor to proceed with the relocation of the Bureau's 30-inch water main crossing under the south side of the Columbia River Highway at N.E. 60th Ave. in conflict with this project as of March 17, 1983 is requested. An estimate of cost has been received from the Bureau in the amount of $43,969. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Estimated cost for work by the State's contractor is $20,450. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 17, 1983 is approved

C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Dave Jones
Gary Kennen
Pete Gonzalez

RECEIVED
MAR 21 1983
RR & UTILITY UNIT

March 17, 1983

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Acting Program Section Manager

E. S. HUNTER

SUBJECT: 12-inch Water Main Relocation
Bureau of Water Works
City of Portland
N.E. Halsey St. @ N.E. 67th Ave.
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project Nos. IX-68(4) & UMTA-OR-23-9001

Here is a copy an an estimate of cost from the Bureau of Water Works, City of Portland for the connection of a relocated water main on N.E. Halsey St. dated February 4, 1983, and a sketch showing their proposed relocation.

Also enclosed is a copy of structural drawing No. 37596 for the N.E. Halsey St. U'xing structure reconstruction showing the water main installation being accomplished by the State's contractor. The work is being done under Contract Bid Items No. 253 16-inch Ductile Iron Pipe and No. 254 24-inch Steel Pipe. There is a betterment in ductile iron pipe oversizing from 12" to 16". There is no betterment in the steel pipe conduit. A cost ratio was previously proposed by the Bureau and accepted by the State. State's share of Bid Item 253 is 69%, Bureau's share is 31%. Justification is attached.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City owned facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the Bureau's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 23, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,519 for the Bureau's work and $16,346 for the work included in State's contract. Bureau work covered by OFW No. 23.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

March 17, 1983

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Acting Program Section Manager

SUBJECT: 8-inch Water Main Relocation
Bureau of Water Works
City of Portland
N.E. 53rd Ave. U'xing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project Nos. IX-68(4) & UMTA-OR-23-9001

NOTED
S. HUNTER

Here is a copy of an estimate of cost from the Bureau of Water Works, City of Portland for the connection of a relocated water main on N.E. 53rd Avenue facilities dated February 4, 1983, and a sketch showing their proposed relocation.

Also enclosed is a copy of structural drawing No. 37550 for the N.E. 53rd Ave. U'xing structure reconstruction showing the water main installation being accomplished by the State's contractor. The work is being done under Contract Bid Items No. 195 12-inch Ductile Iron Pipe and No. 196 24-inch Steel Pipe. There is a betterment in ductile iron pipe oversizing from 8" to 12". There is no betterment in the steel pipe conduit. A cost ratio was previously proposed by the Bureau and accepted by the State. State's share of Bid Item No. 195 is 60%, Bureau's share is 40%. Justification is attached.

A certification prepared by Gary Kennen as to the rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City owned facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the Bureau's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 23, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,041 for the Bureau's work and $6,200 for the work included in State's contract. Bureau work covered by OFW No. 22.

JMC/DES/llr
Enclosures
cc: E. S. Hunter
    Jack M. Cartwright
    Gary Kennen

ROW 18-4

March 17, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Acting Program Section Manager

[illegible]
S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 18 '83
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FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

SUBJECT: Water Facility Relocation
Bureau of Water Works
City of Portland
N.E. 47th Ave. Crossing
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project Nos. IX-68(4) & UMTA-OR-23-9001

Here is a copy of an estimate of cost to adjust the Bureau of Water Works 24-inch water main in N.E. 47th Ave. dated February 4, 1983, and a sketch showing their proposed relocation.

Also enclosed is a copy of structural drawing No. 37543 for the N.E. 47th Ave. water main conduit reconstruction being accomplished by the State's contractor. The work is being done under Contract Bid Items No. 164 Concrete in Waterline Conduit and No. 170 Reinforcement in Waterline Conduit. Estimated cost for the work at unit bid prices is $32,120.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City owned facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with both the contract work and the Bureau's work as of February 23, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $29,431 for Bureau's work and $32,120 for the work included in State's contract.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
MAR 16 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Agt | File

March 16, 1983

Mr. Walter Andregg
Meadowland Dairy
8440 N.E. Halsey Street
Portland, OR 97220

Six-Inch Sanitary Sewer Line
  Conflict
N.E. 82nd Ave. U'xing Structure
N.E. Union Ave.-N.E. 87th Ave.
  Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Dear Mr. Andregg:

Bids were received by the Oregon Transportation Commission on the above titled project on February 24, 1983. The successful low bidder is R. A. Hatch Co., PO Box 6179, Bend, OR 97708.

A 6-inch pressure sanitary sewer pipe located on the easterly side of the N.E. 82nd Avenue Undercrossing structure of the Banfield Freeway (Columbia River Highway) owned by the Meadowland Dairy conflicts with the reconstruction of the structure and must be relocated. The conflicting sewer pipe is located on State highway right of way, by Oregon State Highway Division Permit #5674, therefore, the cost of relocating the sewer pipe is the responsibility of the Meadowland Dairy.

The State, under the assumption that the Meadowland Dairy is not staffed to design or construct the relocated sewer pipe, has included the relocation of the sewer pipe as a part of the highway construction project. The relocation of the sewer pipe will require the installation of a temporary 6-inch pressure sewer pipe in the detour structure for N.E. 82nd Avenue and later the permanent installation of the relocated 6-inch pressure sewer pipe on the westerly side of the reconstructed N.E. 82nd Avenue Undercrossing structure. The permanent installation is as shown on OSHD structural Drawing Nos. 37644, 37645 and 37813, copies of which are attached.

The temporary and permanent installation of the 6-inch pressure sanitary sewer pipe is contained in the State's contract under Item 310 6-inch Temporary Pressure Sewer Pipe and Item 311 6-inch Pressure Sewer Pipe. The estimated cost of the sewer pipe relocation work at the low bid unit prices (a copy of bid prices is attached) is as follows:

310.	6-inch Temporary Pressure Sewer Pipe	500 L.F. @ $12.00 =	$ 6,000.00
311.	6-inch Pressure Sewer Pipe	500 L.F. @ $16.00 =	$ 8,000.00
	TOTAL ESTIMATED COST		$14,000.00

The final relocation cost will be based on actual quantities of Items 310 and 311 required to accomplish the relocation work.

The Oregon State Attorney General's office has set forth an opinion based on statutes governing the allocation of highway construction costs, that the cost of non-highway construction (the Dairy's 6-inch pressure sewer pipe in this case) must be deposited with the agency administrating the highway construction contract in advance of actual construction. The Oregon State Highway Division is administering the contract for this project, therefore, the Meadowland Dairy will be required to forward payment to the Oregon State Highway Division before the relocation work is started.

If the terms set forth above for the relocation and payment for the relocation of the Dairy's 6-inch pressure sewer pipe is acceptable to the Meadowland Dairy, please have the appropriate official(s) execute two (2) copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED:

MEADOWLAND DAIRY

Date ______________________________

By ______________________________

By ______________________________

JMC/llr

bc: D. E. Wilken, FHWA
~~E. S. Hunter~~
D. E. Swan
E. L. Hardt
Pete Gonzalez
Dave Jones
Gary Kennen

4

B

RECEIVED
TECHNICAL SERVICES
MAR 16 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

March 15, 1983

Mr. Richard Ehr
Portland School District No. 1
501 N. Dixon Street
Portland, OR 97227

Six-Inch Sanitary Sewer Line
Conflict
N.E. 82nd Ave. U'xing Structure
N.E. Union Ave.-N.E. 87th Ave.
Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Dear Mr. Ehr:

Bids were received by the Oregon Transportation Commission on the above titled project on February 24, 1983. The successful low bidder is R. A. Hatch Co., PO Box 6179, Bend, OR 97708.

A 6-inch pressure sanitary sewer pipe located on the easterly side of the N.E. 82nd Avenue Undercrossing structure of the Banfield Freeway (Columbia River Highway) owned by Portland School District No. 1 conflicts with the reconstruction of the structure and must be relocated. The conflicting sewer pipe is located on State highway right of way, by Oregon State Highway Division permit, therefore, the cost of relocating the sewer pipe is the responsibility of Portland School District No. 1.

The State, under the assumption that the School District is not staffed to design or construct the relocated sewer pipe, has included the relocation of the sewer pipe as a part of the highway construction project. The relocation of the sewer pipe will require the installation of a temporary 6-inch pressure sewer pipe in the detour structure for N.E. 82nd Avenue and later the permanent installation of the relocated 6-inch pressure sewer pipe on the westerly side of the reconstructed N.E. 82nd Avenue Undercrossing structure. The permanent installation is as shown on OSHD structural Drawing Nos. 37644, 37645 and 37813, copies of which are attached.

The temporary and permanent installation of the 6-inch pressure sanitary sewer pipe is contained in the State's contract under Item 310 6-inch Temporary Pressure Sewer Pipe and Item 311 6-inch Pressure Sewer Pipe. The estimated cost of the sewer pipe relocation work at the low bid unit prices (a copy of bid prices is attached) is as follows:

310. 6-inch Temporary Pressure Sewer Pipe	500 L.F. @ $12.00 =	$ 6,000.00
311. 6-inch Pressure Sewer Pipe	500 L.F. @ $16.00 =	$ 8,000.00
TOTAL ESTIMATED COST		$14,000.00

The final relocation cost will be based on actual quantities of Items 310 and 311 required to accomplish the relocation work.

The Oregon State Attorney General's office has set forth an opinion based on statutes governing the allocation of highway construction costs, that the cost of non-highway construction (the District's 6-inch pressure sewer pipe in this case) must be deposited with the agency administrating the highway construction contract in advance of actual construction. The Oregon State Highway Division is administering the contract for this project, therefore, Portland School District No. 1 will be required to forward payment to the Oregon State Highway Division before the relocation work is started.

If the terms set forth above for the relocation and payment for the relocation of the District's 6-inch pressure sewer pipe is acceptable to Portland School District No. 1, please have the appropriate official(s) execute two (2) copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED:

PORTLAND SCHOOL DISTRICT NO. 1

Date ____________________________

By ____________________________

By ____________________________

JMC/llr

bc: D. E. Wilken, FHWA
E. S. Hunter
D. E. Swan
E. L. Hardt
Pete Gonzalez
Dave Jones
Gary Kennen

9594

6

March 14, 1983

NOTED
S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
MAR 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Adj	File

SUBJECT: Federal Participation Eligibility Date
Electric Service Relocation
Portland General Electric Co.
(N.E. 47th Ave.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the relocation of their electric service facilities in conflict with this project as of March 11, 1983 is requested. An estimate of cost has been received from the Com Company in the amount of $2,316. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 11, 1983 is approved

NOTED
J. M. CARTWRIGHT

C T Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: ~~E. S. Hunter~~
D. E. Swan
E. L. Hardt
Gary Kennen
Pete Gonzalez

RECEIVED
MAR 16 1983
RR & UTILITY UNIT

File:
Banfield

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy
#9513

7. DATE AUTHORIZATION EFFECTIVE 3/11/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue
(Glisan Street Light Rail Station - South Banfield Interchange)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Under the provisions of FHWA/UMTA Memorandum of Understanding, it has been determined that the water facilities adjustment for the Hazelwood Water District are required for the subject project. You are authorized to proceed with the actual adjustment on an actual cost basis estimated to be $5,209. (F.O. #7)

The Agreement with Hazelwood Water Distrect is approved.

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3/15

14. DATE 3/11/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required this will confirm the advance approval for the Pacific Power & Light Company's aerial power line relocation as requested by Mr. Swan's letter of 3/3/83 on an actual cost basis estimated to be $11,419 Federal Funds $9,706.

I approve the Agreement with Pacific Power and Light Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Info Invs R/D D/R Sign Act File

Orig to 3/4

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(7

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy

7. DATE AUTHORIZATION EFFECTIVE 3/10/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Railroad Protective Services

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS (UPRR F. O. #1)
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/7/83 you are authorized to proceed with the Railroad protective services for the Union Ave. - NE 87th Ave. Section which has been contracted in two sections - Union to NE 39th (IX-68(5) and NE 39th to NE 87th (IX-68(6) at a TEC of $736,680 Federal Funds $626,178 subject to appropriate revised project agreements for contracted projects. It is understood that a total amount of $88,950 Federal Funds $75,607.50 will be retained under RR Protective Services for Project IX-68(5) to maintain accounting continuity. This amount is not included for Project IX-68(7).

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Info | Inv | R/D | D/R | Sig | File

Orig to 3/14

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL D K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1-77

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-10-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the City of Portland's Bureau of Water Works water facility relocation as requested by Mr. Swan's letter of 3/3/83 on an actual cost basis estimated to be $84,212 Federal Funds $71,580. (FO #18)

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Inf | Inv | R/ | D/ | Sig | Act | File

Orig to 3/14

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE Union Avenue - NE 87th Avenue Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 2/23/83 to proceed with the actual adjustments for the City of Portland's Bureau of Water Works water facilities relocation as requested by Mr. Swan's letter of 3/3/83 on an actual cost basis estimated to be $16,119 Federal Funds $13,701 (F.O. #19).

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Info | Inst | RAD | DJR | Sign | Act | File

orig to 3/14

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

March 3, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Acting Program Section Manager

SUBJECT: Water Facilities Relocation
Bureau of Water Works (Job 12516)
City of Portland
(N.E. Irving St. @ N.E. 52nd Ave.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

NOTED
RECEIVED
TECHNICAL SERVICES
MAR 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Here is a copy of an estimate of cost to adjust the Bureau of Water Works, City of Portland facilities dated February 4, 1983, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 23, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $16,119. This work will be covered by OFW #19.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4) & UMTA-OR-23-9001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-8-83

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
NE. UNION AVENUE - NE. 87th AVENUE SECTION (BANFIELD)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility

13. REMARKS

As requested by Mr. Swan's March 3, 1983 letter, this will confirm the advance approval date of February 8, 1983 to proceed with the adjustments for the water facilities relocation by the City of Portland Bureau of Water Works. Since the utility is not adequately staffed or equipped to perform this work the contract method is approved. Reimbursement on an actual cost basis estimated to be $567,534; Federal Funds $458,204 is approved.

I approve the agreement with the City of Portland, Bureau of Water Works.

I approve the contract with Parsons' Excavating, Inc.

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO Swan
FOR
Info Inves R/D D/R Sign Act File

Orig 3/11

14. DATE 3-8-83

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4 LH 8/
Banfield

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: March 7, 1983 PRO 6-2

To: Dale E. Wilken, Federal Highway Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 10030
Project No. IX-68(7) OR-23-9001
N.E. Union Ave. - N.E. 87th Ave. (Portland) Section
Multnomah County

Copy
9 2 '83

Enclosed is data consisting of PR-1 forms, sketch maps and order for force work for the subject project.

I request the following:

1) Authorization to proceed with the required railroad protective service by railroad forces at an estimated total cost of $736,680 with an obligation of $626,178 in UMTA funds.

2) Approval of the enclosed order for force work and the return of one copy approved for our files.

As indicated in Mr. Sandmans memo of February 28, 1983 railroad protective service currently authorized and under agreement on IX-68(5) will be charged to that project until the authorized amount is expended at which time the remaining costs will be charged to this project. This procedure for processing the railroad protective service has been discussed with Mr. Christianson previously.

CL:bm
cc: R. Sandman
J. Cartwright
G. Kennen
P. Barnhart
Dave Jones
General Files

Form 734-3122

[illegible]

[illegible]

March 3, 1983

Copy #95.3

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. UMTA OR-23-9001

RECEIVED
TECHNICAL SERVICES
MAR 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Pacific Power and Light Company facilities dated August 3, 1982, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated July 28, 1982 was previously supplied to your office. After the conflict letter was sent, it was discovered that two of the Company's poles were located on railroad property.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, andd confirmation of your advanced authorization to proceed with the work as if August 11, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,419.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

1-94

6

March 3, 1983

NOTED
E. S. [illegible]

RECEIVED
TECHNICAL SERVICES
MAR 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Acting Program Section Manager

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
(N.E. 60th Avenue)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project Nos. IX-68(4) and UMTA-OR-23-9001

Here is a copy of estimates of cost to adjust the Bureau of Water Works, City of Portland facilities dated February 15, 1983, and a sketch showing their proposed relocation. A portion of the work is to be done by Bureau of Water Works Forces and a portion is to be let to contract. The Bureau's transmittal letter, dated February 15, 1983 details the division of work.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There is a betterment derived from the proposed adjustment of a part of the Bureau's facilities and has been provided for in the attached estimate. The Bureau is increasing the size of their

36-inch main to 48 inches. The Bureau has prepared comparative estimates for both sizes. The estimated cost of the 36-inch main relocation is $273,919.25 and a 48-inch main relocation is $318,643.07. The State will, therefore, participate in $273,919.25/$318,643.07 or 85.96 percent of the actual contract cost. Contract documents are attached.

Your approval of the actual cost agreement and the contract method, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 8, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $458,204.

JMCDES/llr
Enclosure
cc: E. S. Hunter
    Jack M. Cartwright
    Gary Kennen

1594

2

March 3, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Acting Program Section Manager

SUBJECT: Water Facility Relocation
Bureau of Water Works Job
City of Portland
(N.E. 40th Ave.-N.E. 87th Ave.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Here is a copy of an estimate of cost to adjust Bureau of Water Works, City of Portland facilities dated February 3, 1983, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

Gary Kennen has been negotiating with the Bureau of Water Works for over three years regarding the water facilities in conflict with the Banfield Transitway construction. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 7 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 23, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $84,212. This work will be covered by OFW #18.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

4544

March 2, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

James M Cartwright

FROM: J. M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
(N.E. 40th Ave.-N.E. 87th Ave.)
N.E. Union Ave.-N.E. 87th Ave. Utility Project.
Columbia River Highway (Banfield Transitway)
Multnomah County
Project No. IX-68(4)

Confirmation of your verbal authorization for the Bureau of Water Works, City of Portland to proceed with the relocation of their water services, hydrants and valves, between N.E. 40th Ave. and N.E. 87th Ave. in conflict with this project as of February 23, 1983 is requested. An estimate of cost has been received from the Bureau in the amount of $84,861. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
February 23, 1983 is approved

C T Christianson

C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
MAR 16 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
MAR 1[illegible] 1983
RR & UTILITY UNIT

95771 3-83 1384

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

74th-79th Avenues (North) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

March 1983

TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 3

PROJECT DESCRIPTION 4

TRAFFIC NOISE IMPACTS AND MITIGATION 4

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 7

MITIGATION OF CONSTRUCTION NOISE IMPACTS 7

LOCAL COORDINATION 7

LIST OF PREPARERS 8

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
74th-79th Avenues (North) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 74th-79th Avenue (North) Section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

The 74th-79th Avenue (North) Section is not one of the 19 mitigation areas intended for further study in the Acoustics Technical Report. A sound wall located along the Banfield shoulder was investigated but not recommended in the Acoustics Technical Report. The reason that the sound wall was not recommended was that the cost was considered excessive when compared to the benefit of the noise abatement realized.

However, since that time, the citizens of the area have appealed to the Department of Transportation to reconsider the sound wall. Also, the City of Portland has agreed to furnish right-of-way along Jonesmore Street on which to construct a lower and more economical sound wall. This report documents the reanalysis of the neighborhood noise levels and the evaluation of sound walls in the new location.

Nineteen single-family residences in the subject section are predicted to be exposed to noise levels exceeding the FHWA noise abatement criteria of Leq 67 dBA by year 1990. Predicted noise levels at the affected residences vary from Leq 68 to Leq 72 dBA.

Several precast post and panel concrete sound wall designs, 1,030 feet in length, and ranging in height up to 18 feet were investigated to mitigate noise levels in this roadway section. These sound walls would reduce

traffic noise levels up to 9 dBA in the affected area. The precast post and panel sound wall was investigated rather than the concrete block or cast-in-place concrete wall because more trees can be preserved with the precast wall.

Estimated cost of the most practical and effective sound wall is $245,000, with a cost per dwelling unit of $12,900 and a cost per dBA reduction per dwelling unit of $2,610. The cost of this sound wall would be $92,000 less than the estimated cost of the sound wall in the Acoustics Technical Report that was eliminated from further study. This sound wall is recommended for construction, and is documented in this report.

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA noise abatement criteria have already been granted by FHWA for these areas.

The 74th-79th (North) roadway section, which is analyzed in this report, was identified in the 1980 Acoustics Technical as impractical for noise mitigation because the cost was considered to outweigh the benefit of noise mitigation. However, since that time, the citizens of the area have appealed to the Department of Transportation to reanalyze the sound wall based on location along City of Portland right-of-way just south of Jonesmore Street. The City of Portland has agreed to that location, providing certain conditions, involving tree preservation and pedestrian safety, are met. These considerations are discussed in more detail later in this report.

This Final Noise Study Report documents the results of the supplemental traffic noise analysis for this highway section. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA noise abatement criteria. This report suspersedes the noise analysis for this roadway section detailed in the Acoustics Technical Report.

PROJECT DESCRIPTION

The 74th-79th Avenue section is on the north side of the Banfield Freeway. Figure 1 shows the location of the 74th-79th Avenue (North) road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific Railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 74th and 79th Avenues, bordered by N.E. Jonesmore Streets and the Banfield Freeway on the south, and by N.E. Tillamook Street on the north (see Figure 2). Future (1990) traffic noise levels will cause the FHWA noise abatement criteria to be exceeded at 19 single family residential structures in the freeway section. Since all the residential structures have exterior activity areas exposed to excessive traffic noise, the FHWA exterior noise abatement criteria of Leq 67 dBA applies. Predicted noise levels at the 19 affected structures vary from Leq 68 to Leq 72 dBA. The Acoustics Technical Report includes noise predictions slightly lower in this section than those predicted by ODOT. The Acoustics Technical Report states that 9 residential structures in this section will be exposed to traffic noise which exceeds the noise abatement criteria, while this report shows 19 residential structures predicted to exceed the noise abatement criteria.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several

designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most practical wall was selected and considered for construction in the project section. The alternative wall investigated in addition to the most practical wall are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete sound wall most practical for construction in this section would be a precast post and panel wall, 1,030 feet in length and varying in height from 9 to 14 feet. The wall would be a freestanding wall, located on City of Portland right-of-way along Jonesmore Street.

In order to fulfill commitments to the City of Portland, the sound wall would have to be located in such a manner as to minimize harm to existing trees and plantings. This would be done by locating the wall to the south of the existing trees, as shown in Figure 3. The sound wall would begin at Station 1239+00 left, approximately 10 feet south of the existing Jonesmore Street curb, and 10 feet east of the 74th avenue structure. The wall would then traverse southeast to the right-of-way line at Station 1241+00 left, and then proceed eastward along the right-of-way line to Station 1248+00 left. One or two trees may have to be removed near the west end of the sound wall to allow for the wall and bridge end connection.

A precast post and panel sound wall is the only type of sound wall that could be constructed and still preserve the root systems of the existing trees. The posts for this type of sound wall do not require extensive footing excavation. The most practical wall height (9-14 feet) is the highest sound wall that can be constructed using present designs. A higher post and panel wall would require spread footings and more extensive structural excavation, therefore defeating the main purpose of the post and panel wall, which is to preserve the existing trees and vegetation.

The City of Portland has also stressed that steps be taken to minimize the crime problem that may arise from construction of the wall. The City feels that criminals may hide behind the barrier and assault pedestrians along Jonesmore Street. This could be done by constructing a short section of chain link fence with a locked gate in the 10 foot section between the 74th Avenue structure and the west end of the sound wall. The gate would also allow access for maintenance underneath the 74th avenue structure.

There are several advantages of placing the sound wall at the right-of-way line rather than the curb line. Pedestrians could still walk on the south edge of Jonesmore Street. The sound wall would be behind the trees rather than blocking the view of the trees from the neighborhood. Maintenance of the sound wall would be easier. Also, placing the wall at the right-of-way line allows room for future improvements of Jonesmore Street, which is still largely unimproved in the project section.

The estimated cost of this sound wall is $245,000, with a cost per dwelling unit of $12,900 and a cost per dBA reduction per dwelling unit of $2,610. This sound wall was regarded as the most practical and economical height sound wall for this area, even though it was not the most cost effective. Details on the other sound wall alternatives studied are given in Appendix B to this report.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

Due to new Federal regulations, an exception to the achievement of the FHWA design noise level is no longer necessary. One residence (Residence No. 11 on Figure 3) will still exceed FHWA noise abatement criteria. However, this report documents that all reasonable and feasible noise abatement has been incorporated into the project, and that no apparent solution is available for mitigation to the remaining house.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 74th-79th Avenue (North) road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

During the field investigation, it was found that all the affected residences had exterior activity areas exposed to roadway noise in excess of the exterior noise abatement criteria of Leq 67 dBA. Therefore, in accordance with FHPM 7-7-3, only exterior noise levels were studied.

The initial noise barrier studied for this area was 12 feet in height and 1,405 feet in length, and was estimated to cost $337,200. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen and further analyzed for possible construction.

TRAFFIC

The traffic data used for noise predictions in the 74th-79th Avenue (North) road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 60th Avenue on-ramp - Halsey off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken in mid-block along Jonesmore Street between 75th and 76th Avenues (see Figure 2). The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the side yard of a residential structure at a height of 5 feet above ground, approximately 220 feet from the centerline of the existing Banfield Freeway.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

The measured value, Leq 60 dBA, appears quite low as compared to future predictions. This is because a 4-6 foot high earth berm presently exists between the 74th-79th neighborhood and the Banfield Freeway. This berm will be removed as a result of transitway construction, resulting in higher noise levels. The future noise level predictions reflect the removal of that berm.

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 19 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose, which is to improve traffic conditions along the Banfield Freeway.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with one of the primary aims of the project, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the roadway could be lowered to provide more noise attenuation due to slope shielding. However, such a mitigation measure would require extensive excavation, since the proposed roadway utilizes the present grade of the existing roadway. This type of mitigation measure was not considered feasible or practical, so was not investigated further.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls are the only feasible alternative noise barrier, since the earth berms were considered unfeasible because all the existing trees would have to be removed to provide space for a berm. A metal wall will also be allowed as a design option, to see if this would reduce the cost further.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. On this project, concrete walls were considered the most practical, so only those walls were analyzed for cost and acoustic effectiveness.

Concrete walls can be constructed with either concrete block, precast concrete or cast-in-place concrete. Construction costs are approximately the same for any of these types of wall. Precast post and panel walls are inestigated in this report, since the most trees would be preserved with that design. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 74th-79th (North) section, the sound wall was designed for location along Jonesmore Street right-of-way. The City of Portland has agreed to provide the right-of-way at no cost to the State. This location was judged more feasible than the shoulder of the Banfield Freeway, because this sound wall will also mitigate noise from the Union Pacific Railroad and the proposed light rail system. Also, it would take a much lower wall along Jonesmore Street to accomplish the same noise reduction as a higher wall along the Banfield Freeway.

The alternatives studied in addition to the alternative discussed in detail in the main section of this report are discussed below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

A Lower Sound Wall Between Stations 1242+20 and 1248+00

A sound wall in the same location, but five feet lower for the easterly 580 feet, was studied. It was found that noise abatement criteria would not be achieved at eight additional residences if the lower sound wall were built. The sound wall discussed in the main section of this report would provide 1 to 5 dBA greater attenuation than this lower sound wall. The lower sound wall was not as cost effective as either of the other alternative sound walls (see Table 4). For these reasons, the lower sound wall was not considered practical.

A Higher Sound Wall Between Stations 1239+00 and 1242+20

A sound wall in the same location, but three to four feet higher for the westerly 320 feet, was studied. Even though the noise abatement criteria would not be achieved at any more residences than with the sound wall discussed in the main section of this report, the higher wall would offer 1 to 2 dBA greater noise reduction at eight residences. However, even though this higher wall is slightly more cost effective than either of the other two alternative walls (see Table 4), it was not considered the most practical sound wall. The higher wall would reach a height of 18 feet, which to too high for the present post and panel wall design. Either a modified post and panel wall with spread footings or a concrete block or cast-in-place wall with standard footings would have to be used to attain this additional height. Since either of these footing designs would disturb the existing trees, and since the noise abatement criteria would not be achieved at any additional residences with the higher wall, the higher wall was not considered practical.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (60th Ave. on-ramp - Halsey off-ramp)	1990	5,580	520	53

TABLE 2

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.			
					Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	4-21-82 2:00 p.m.	60	62	220 ft. (Banfield)	2,074	68	71	50

TABLE 3

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS

Station	Elevation
1239+00 (Tie into 74th Avenue Structure as appropriate)	$239^{\underline{0}}$
1240+40 (Stepped Section - Abrupt)	$239^{\underline{0}}/236^{\underline{0}}$
1241+00 (Stepped Section - Abrupt)	$236^{\underline{0}}/233^{\underline{0}}$
1241+60 (Stepped Section - Abrupt)	$233^{\underline{0}}/229^{\underline{0}}$
1242+00	$229^{\underline{0}}$
1245+00	$229^{\underline{0}}$
1248+00 (End of Sound Wall)	$229^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Wall Location	Height	Length	Exterior LEQ No Wall	Exterior* LEQ With Wall	Reduction	Wall Cost	Cost per Dwelling Unit	Cost per dBA Reduction per Dwelling Unit	Recommended
Freestanding post and panel	1239-1248 Lt.	4-13'	1030'	68-72	64-69	0-6	$185,000	$ 9,740	$2,985	No
Freestanding post and panel	1239-1248 Lt.	9-13'	1030'	68-72	63-69	0-9	$245,000	$12,900	$2,610	Yes**
Concrete block or cast-in-place concrete	1239-1248 Lt.	9-18'	1030'	68-72	63-69	0-9	$260,000	$13,690	$2,550	No

---

*NOTE: The upper limit Leq with wall is the same for all alternatives and refers to House #11 on Figure 3, which is out of the limits of noise mitigation for each of the barrier alternatives. Residences within the influence of the sound walls differ between alternatives, as explained in Appendix B to this report.

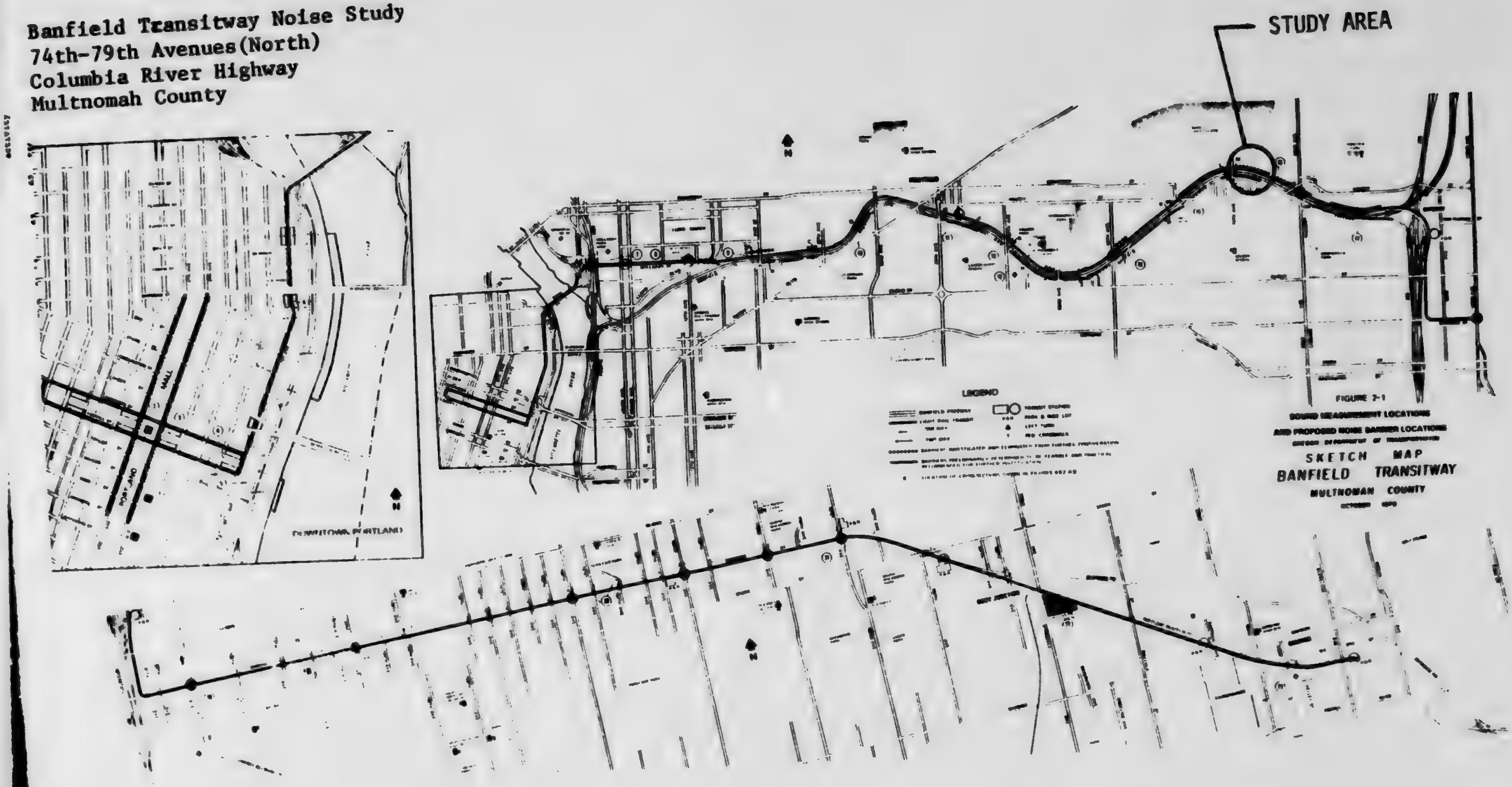
** - This sound wall alternative was judged to be the most practical of all alternatives studied, for reasons detailed in this report. This sound wall is recommended for construction.

APPENDIX D

Figures

FIGURE1
PROJECT LOCATION

Banfield Transitway Noise Study
74th-79th Avenues(North)
Columbia River Highway
Multnomah County


STUDY AREA
LEGEND
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
DOWNTOWN PORTLAND
N

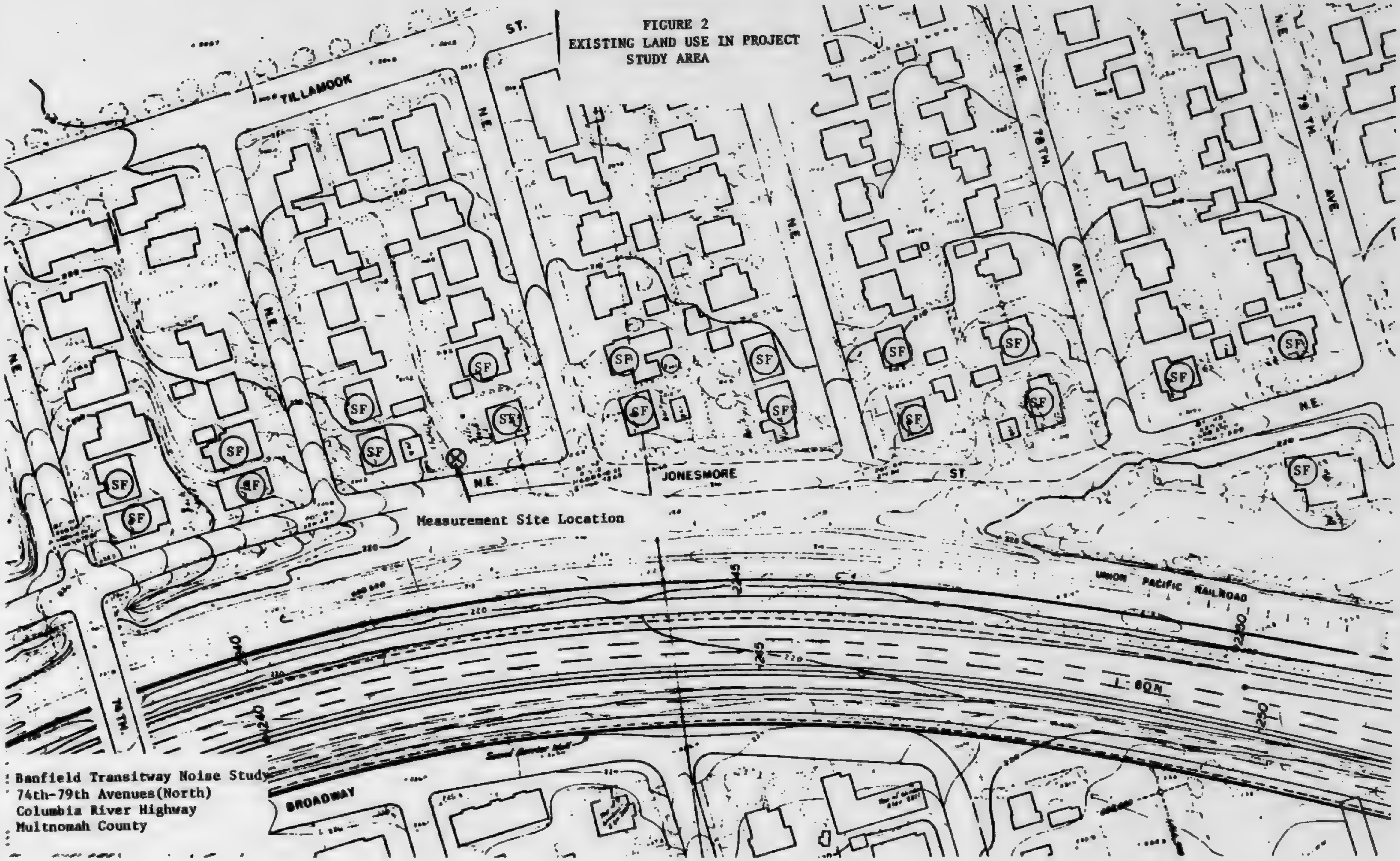


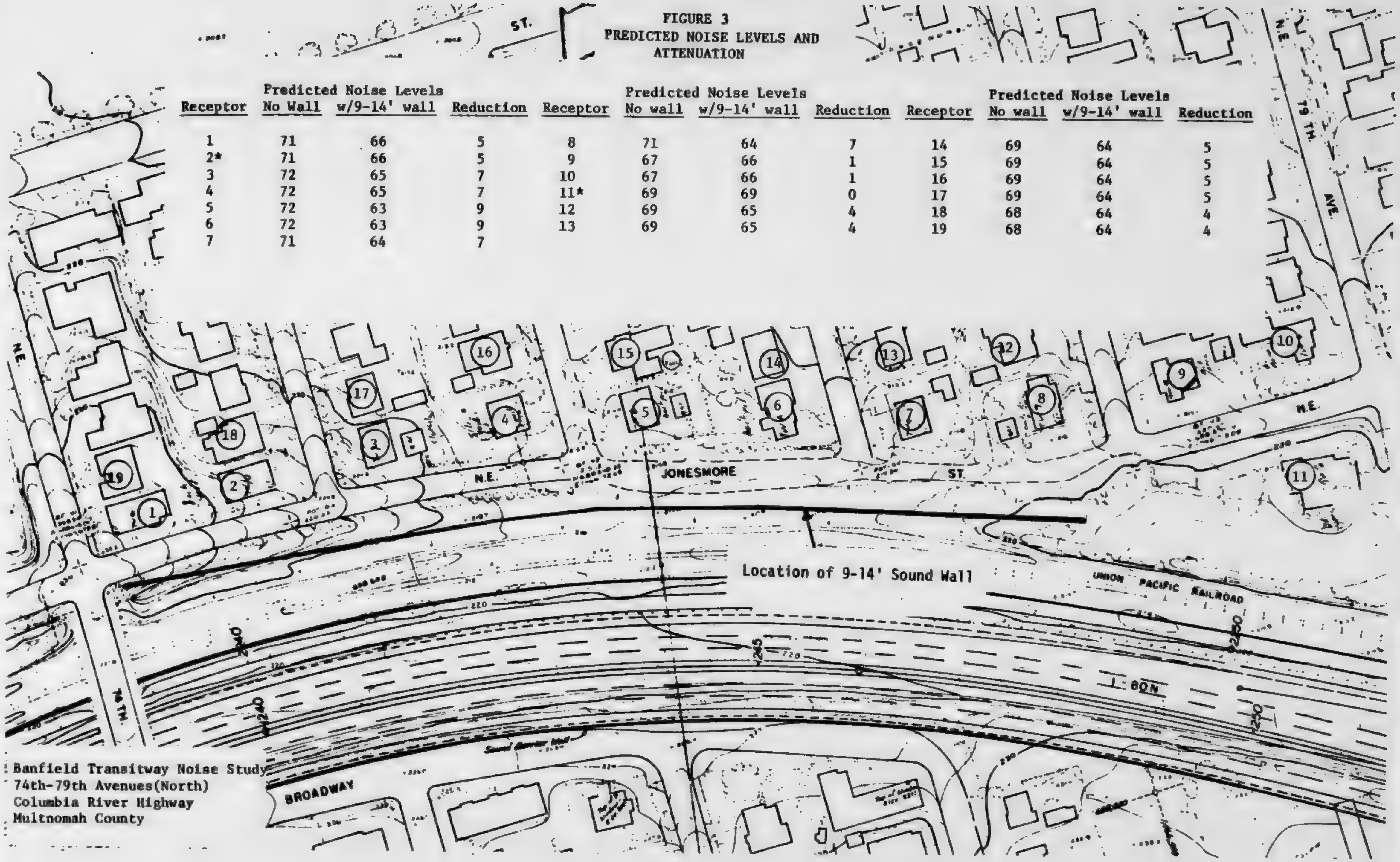
FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA

TILLAMOOK
ST.
N.E.
JONESMORE
ST.
N.E.
78TH.
AVE.
N.E.
79 TH.
AVE.
SF
Measurement Site Location
UNION PACIFIC RAILROAD
I 80N
74TH.
BROADWAY
220
245
240
250

Banfield Transitway Noise Study
74th-79th Avenues(North)
Columbia River Highway
Multnomah County

FIGURE 3
PREDICTED NOISE LEVELS AND
ATTENUATION

Receptor	Predicted Noise Levels No Wall	 w/9-14' wall	Reduction	Receptor	Predicted Noise Levels No wall	 w/9-14' wall	Reduction	Receptor	Predicted Noise Levels No wall	 w/9-14' wall	Reduction
1	71	66	5	8	71	64	7	14	69	64	5
2*	71	66	5	9	67	66	1	15	69	64	5
3	72	65	7	10	67	66	1	16	69	64	5
4	72	65	7	11*	69	69	0	17	69	64	5
5	72	63	9	12	69	65	4	18	68	64	4
6	72	63	9	13	69	65	4	19	68	64	4
7	71	64	7								


ST.
N.E.
79 TH.
AVE.
N.E.
JONESMORE
ST.
N.E.
74 TH.
UNION PACIFIC RAILROAD
I-80N
Sound Barrier Wall
BROADWAY
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

Location of 9-14' Sound Wall

Banfield Transitway Noise Study
74th-79th Avenues(North)
Columbia River Highway
Multnomah County

FIGURE 4
NOISE BARRIER PROFILE
FOR 9-14' SOUND WALL

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

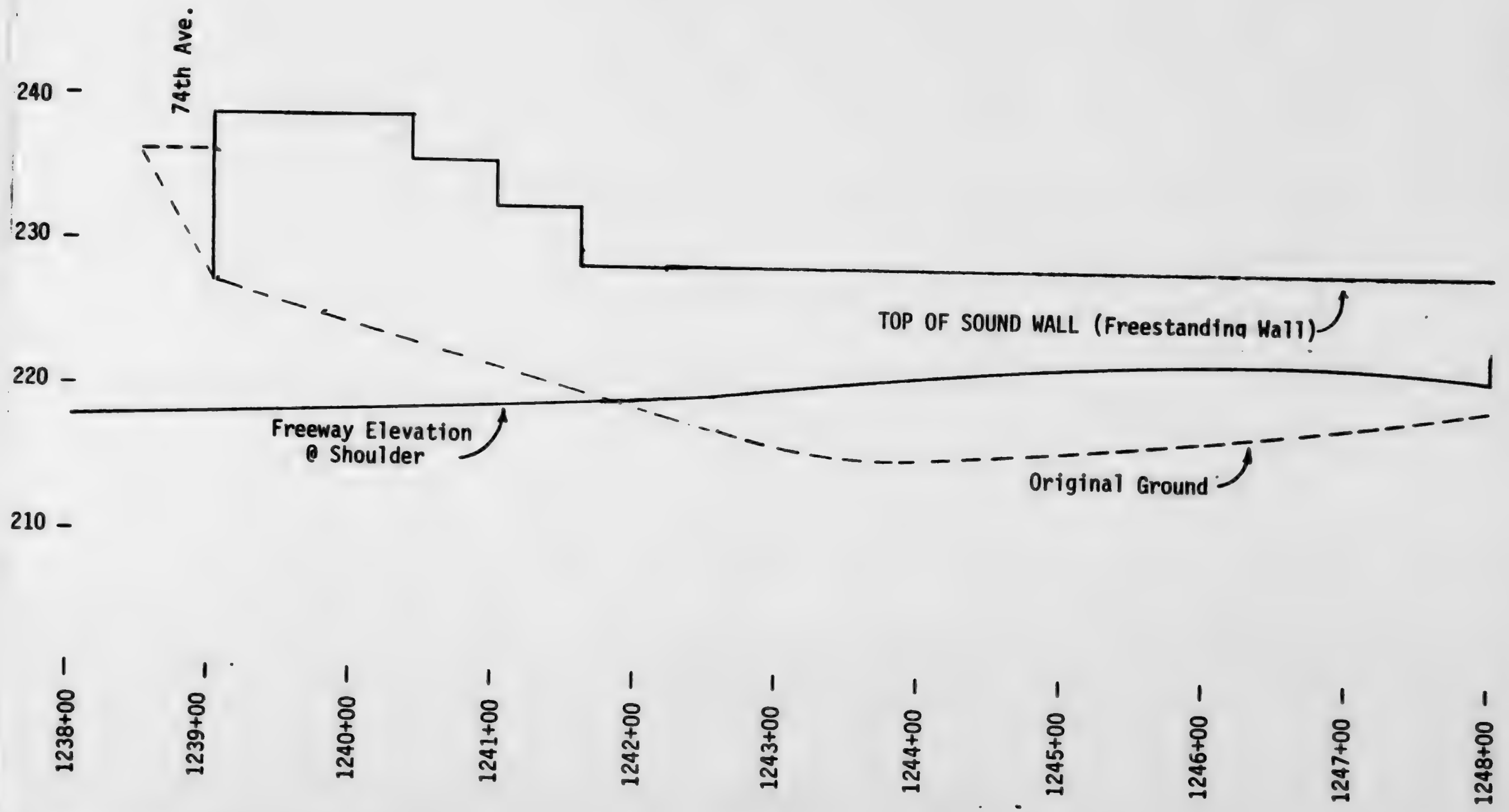
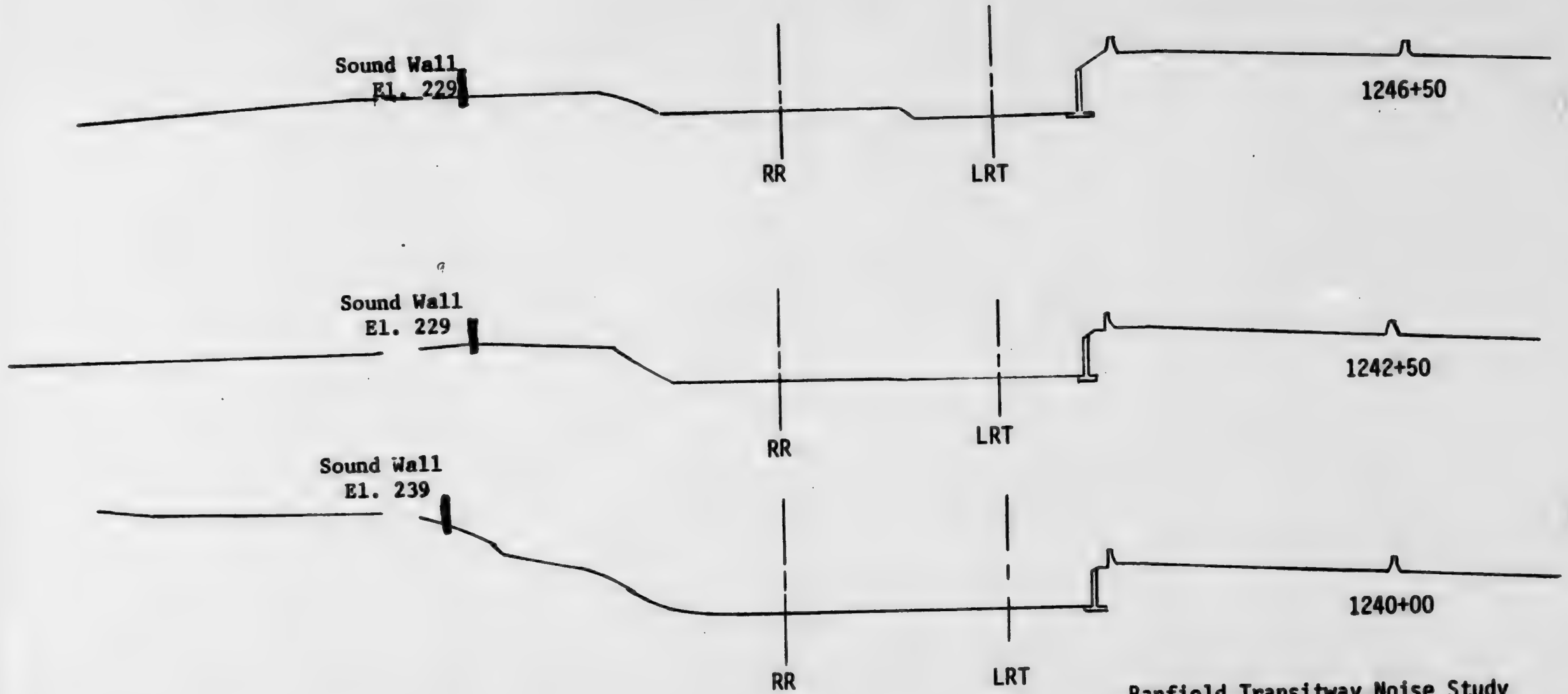


FIGURE 5
SELECTED CROSS SECTIONS FOR
9-14' SOUND WALL


Sound Wall
El. 229
RR
LRT
1246+50
Sound Wall
El. 229
RR
LRT
1242+50
Sound Wall
El. 239
RR
LRT
1240+00

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 28, 1983

File No: 26-1023

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
FOR
Info Init R/O D/R Sign Act File

TO DORLAND E. SWAN
Program Control Engineer

FROM ROBERT A. SANDMANN
Project Engineer

SUBJECT Banfield Transitway Project
Railroad Protective Services
NE Union Ave.-NE 87th Ave. Section
Columbia River Highway

Copy
#95,13

Attached is Order for Force Work No.16 to provide funding for railroad protective services as specified in the special provisions for the NE Union Ave.-NE 39th Ave. and NE 39th Ave.-NE 87th Ave. sections contracts. The funds to be used are UMTA e(4) with State Highway match. I have Don MacDonald's approval for the use of UMTA e(4) funds.

Railroad protective services were inadequately funded on the NE Union Ave.-NE 39th Ave. Section contract, and the same situation was about to occur on the NE 39th Ave.-NE 87th Ave. Section contract.

In analyzing the situation, it was determined that since railroad flagging, engineering inspection work, and billings would not be specifically oriented to individual contracts, but more toward the total Banfield, the additional funding required could be set up on the utility relocation project prefix, 26-1023, FA Project Ix-68(4). The Order for Force Work No. 4 Rev.,currently written for the NE Union Ave.-NE 39th Ave. Section contract is valid and will be used for billings received to date. Once funds established on that work order are used up, then billings will be charged against the attached work order.

Please request from FHWA additional funding for Project IX-68(4) in the amount of $626,178, FY (TEC $736,680). As stated earlier, Don MacDonald, Project Director for Tri-Met, has approved the change order and authorized the use of UMTA e(4) funds for the federal share.

I have discussed this procedure for covering the railroad protective services with Cliff Christianson.

If you have any questions or need more information, please contact me.

Robert A. Sandmann

ebg

attachment

xc: Jack Cartwright
Gary Kennen
Paul Barnhart
Dave Jones
Cliff Christianson

Orig to Susan
3/8

Swan: If you sign ok order will process
B

ORDER FOR FORCE WORK

2P

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

UMTA Project No.OR-23-9001
Line Item Code 20.13.00
Tri-Met No. 6090

VORK TO BE DONE BY UNION PACIFIC RAILROAD
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No.

ROJECT NAME NE Union Ave.-NE 87th Ave. Section

DATE Feb 25, 1983

IGHWAY Columbia River (Banfield Transitway)

FAP No. IX-68(7)

OUNTY Multnomah

PREFIX 026-1032

FUNCTION 284-1 -2P

ESCRIPTION OF WORK TO BE DONE:

Provide engineer inspector and full flagging crew (3 men) for the protection of the railroad's facilities adjacent to the contractor's operations for each contract in the Banfield between Union Avenue and NE 87th Avenue.

OCATION BY STATION NUMBERS:

NE Union Ave.-NE 39th Ave. Section: Sta."EN" 22+41.97 to Sta. 1134+00
NE 39th Ave.-NE 87th Ave. Section: Sta. 1134+00 to Sta. 1269+00

STIMATE OF QUANTITIES & COSTS: (See attached sheet for breakdown)

	Engr.Insp.	Flagging Crew	Total
Union Ave.-39th Ave:	$88,525	$274,555	$363,080
Less Union-39th Authorized:	-88,950		-88,950
39th Ave.-87th Ave:	112,775	349,775	462,550
TOTAL	$112,350	$624,330	$736,680

XPLANATION:

Contract special provisions specify that the State will pay for railroad protective services and devices to the limit of 730 calendar days for the Union Ave.-39th Ave. Section, and to the limit of 930 calendar days for the 39th Ave.-87th Ave. Section.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

ONTRACT PROJECTS AND MISC:
Submit original through channels to onstruction Engineer in Salem. After pproval copies will be sent to the egion Engineer, Resident Engineer and ighway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:
Project Authorization . . . . $
Present estimate of costs including work under this Force Order . . . . . . $
Estimated Overrun Underrun Amount $
Estimated Overrun Underrun Percent

UBMITTED BY: Gary Kennen
TITLE: Metro Utilities Specialist

PPROVAL RECOMMENDED: [illegible]
TITLE: Project Engineer

APPROVED:
~~APPROVAL RECOMMENDED~~
TITLE: DON MacDONALD, Project Director

APPROVAL RECOMMENDED: D Elson
~~Region Engineer~~
Acting Program Section Manager

APPROVED: Wendell E. Schwartz
~~Construction or Traffic Engineer~~
Asst State Highway Engineer

O **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT ROJECTS.

orm 734-1105 (Rev. 1-79) SP*70890-734

ORDER FOR FORCE WORK

Cost Breakdown

Work to be done by:	UNION PACIFIC RAILROAD
Project name:	NE Union Ave.-NE 87th Ave. Section
Prefix:	026-1032 Order No. 1

Estimate of Quantities & Costs: (Unit costs obtained from UPRR & include all add-ons)

Engineer Inspection:

Union Ave.-39th Ave:	1 inspector @ \$3,688.50/mo.X $\frac{730}{365}$ X 12 =	\$88,525
39th Ave.-87th Ave:	1 inspector @ \$3,688.50/mo.X $\frac{930}{365}$ X 12 =	112,775
	Subtotal engineering inspection............	\$201,300

Flagging Crew:

Union Ave.-39th Ave:	3 men X \$22/hr X 173.33 hrs/mo X $\frac{730}{365}$ X 12 =	274,555
39th Ave.-87th Ave:	3 men X \$22/hr X 173.33 hrs/mo X $\frac{930}{365}$ X 12 =	349,775
	Subtotal flagging crew.....................	\$624,330
	Total estimated cost	825,630
	Less authorized Union Ave.-39th Ave. (Order for Force Work #4 Revised)	-88,950
	Additional authorization needed..........	\$736,680

ODOT/Highway
RAS:ebg
2/15/83

7514

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: H. S. Coulter
State Highway Engineer

DATE: February 25, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

77E 82nd Ave.

SUBJECT: SXF 1366
Crossing No. 2A-5.40-A (Existing Overcrossing)
2A-5.43-A (Temporary Overcrossing)

Attached is a copy of Order No. 83-110 issued by the Public Utility Commissioner on February 22, 1983, relative to the above subject matter.

NOTED
H.S. COULTER

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
Paul Barnhart
M. Payne
Bob Sandmann
J. L. Sollis
W. J. Hart

RECEIVED
STATE HWY ENGR
FEB 28 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

ORDER NO. 83-110

ENTERED February 22, 1983

PUC CROSSING NO. 2A-5.40-A
DOT CROSSING NO. 809 165 M
(EXISTING OVERCROSSING)

PUC CROSSING NO. 2A-5.43-A
(TEMPORARY OVERCROSSING)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1366

In the Matter of the Application of)
THE STATE OF OREGON by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.040, to construct)
a temporary detour of a separated) ORDER
crossing of NE 82nd Avenue and Oregon-)
Washington Railroad & Navigation)
Company and its lessee Union Pacific)
Railroad Company, Main Line, in)
Portland, Multnomah County, Oregon.)

On December 8, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030 and 763.040, to alter an existing overcrossing and to construct a temporary overcrossing at NE 82nd Avenue (Cascade Highway North - ORE 213) and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff by letter dated December 22, 1982; Northwest Natural Gas Company by letter dated December 29, 1982; and Union Pacific Railroad Company by letter dated January 27, 1983.

Copies of the application were duly served upon the City of Portland, Multnomah County, Union Pacific Railroad Company, Northwest Natural Gas Company, and applicant. No objection by any party has been made to the granting of the application.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double track rail line (for light rail transit use) between Portland and Gresham. Through the Sullivan Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to alter the existing overcrossing to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to modify the existing overcrossing structure. It will be necessary to construct a temporary overcrossing structure adjacent to and easterly of the existing overcrossing structure for use while the existing overcrossing is being modified. The temporary overcrossing roadway will have a width of 58 feet. Upon completion of the project, the temporary overcrossing structure will be dismantled and removed.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure, and to construct a temporary overcrossing structure at NE 82nd Avenue, as requested herein, is hereby granted.

2. Applicant shall:

    a. Alter the existing overcrossing structure and retain the existing roadway width of 81.75 feet, and bear all the cost thereof;

    b. Construct a temporary overcrossing structure easterly of the existing NE 82nd Avenue overcrossing in accordance with Oregon Department of Transportation's drawing No. 38010, Sheet 1 of 1, dated March 1982, and bear all the cost thereof;

clearances. While the structures are being constructed or altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.c., above.

Made, entered, and effective 2/22/83.

JOHN J. LOBDELL
Public Utility Commissioner

klm/4230K

c. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least 30 days in advance of any impairment;

d. Maintain the altered overcrossing structure, including the beam-bearing assemblies; and maintain all highway appurtenances to the altered overcrossing, and bear all the cost thereof;

e. Bear all the cost of damage to the altered and temporary overcrossing structures caused by motor vehicle traffic on the highway;

f. Maintain the temporary overcrossing structure, including the beam-bearing assemblies; and maintain all highway appurtenances to the temporary overcrossing structure, and bear all the cost thereof;

g. Upon completion of alterations to the existing overcrossing and commencement of use thereof by vehicular traffic, close and remove the temporary overcrossing structure, and bear all the cost thereof;

h. Notify the Commissioner upon completion of the project.

3. Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the existing overcrossing structure and the temporary overcrossing structure, and bear all the cost thereof.

Upon completion of construction of the temporary overcrossing and alteration of the existing overcrossing structure, each shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company's minimum

9:14

February 24, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Bureau of Water Works
City of Portland
N.E. 60th Avenue Undercrossing
N.E. Union Avenue-N.E. 87th Avenue Section
Columbia River Highway (Banfield Transitway)
Multnomah County
Project Nos. IX-68(4) & UMTA OR-23-9001

Confirmation of your verbal authorization for the Bureau of Water Works of the City of Portland to proceed with the relocation of their water facilities in conflict with the N.E. 60th Ave. U'xing structure on this project as of February 8, 1983 is requested. An estimate of cost and contract documents are being prepared by the Bureau. The Bureau intends to let a portion of the relocation work to low bid contract. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost. Tentative estimate of cost to the project is $460,000.

H
NOTED
E. S. HUNTER

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Advanced authorization date of
February 8, 1983 is approved

C T Christianson

C. T. Christianson, Area Engineer

NOTED
J. M. CARTWRIGHT

FEB [illegible] 1983
[illegible] & UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Gary Kennen
Pete Gonzalez

HIGHWAY DIVISION - ODOT

LOC 3

FILES

February 24, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 24, 1983 Bid Letting

This is an information report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1983 on the following project:

1. NE 39th Avenue-NE 87th Avenue
   Columbia River Highway, Multnomah County
   Grading and Paving

   Freeway and Light Rail construction. Sidewalk, ramps and signals for pedestrian and bicycle use will be incorporated on adjacent street reconstruction and freeway overcrossings.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

1594

NOTED
H. S. COULIER

N.E. 39th Ave.-N.E. 87th Ave. Section
Columbia River Highway
Multnomah County

STAGE CONSTRUCTION

In the first three stages of construction on this project, the city streets that conflict with the new freeway facility are relocated, the storm sewer trunk line installed, retaining walls constructed between the light rail zone and the railroad, the eastbound lanes graded out and retaining walls constructed along the eastbound lanes. Detour structures are also in and in use, and work is underway on the crossing structures.

Traffic is carried on the existing facility during Stages 1 and 2. In Stage 2, temporary surfacing is placed on the light rail zone and in Stage 3, traffic is carried on the light rail zone and on the future westbound lanes on existing surfacing.

The major items of work to this point include 280,000 cu. yds. of general excavation, constructing 19,000 lin. ft. of retaining walls, 34,000 lin. ft. of storm sewers, and laying 37,000 tons of asphalt pavements.

In Stages 4 and 5, the eastbound lanes are paved and some ongoing work is being done on the crossing structures.

Traffic remains on the light rail zone and the future westbound lanes.

The major items of work are 35,000 tons of treated base and 60,000 sq. yds. of continuously reinforced P.C. concrete surfacing.

In Stage 6, the major portion of the westbound lanes are graded and paved. Work continues on the crossing structure and 43rd Avenue off-ramp.

Traffic is carred on the light rail zone and the new eastbound lanes.

The major items of work are 44,000 cu. yds. of general excavation, 10,000 lin. ft. of storm sewers, 26,000 tons of treated base and 46,000 sq. yds. of continuously reinforced P.C. concrete surfacing.

In Stage 7, the traffic is removed from the light rail zone and put on the new facility. The temporary surfacing is removed from the light rail zone and the contract work on the light rail zone completed with the placement of the sub-ballast. The existing Halsey on-ramp is removed and the new ramp constructed. The 43rd Avenue off-ramp and the crossing structures are completed.

In Stage 8, the existing 42nd Avenue off-ramp is removed, along with the detour structures. The grading and paving on the westerly end of the westbound lanes is completed.

N.E. 39th Ave.-N.E. 87th Ave. Section
Columbia River Highway
Multnomah County

METHOD OF STAGING PLANS FOR EARLY RELEASE OF LIGHT RAIL ZONE

The current stage construction plans are such that the light rail zone is not available to Tri-Met until August 1985 and this is not acceptable to Tri-Met. Various methods of changes have been investigated, primarily the following:

1. Construct the eastbound lanes completely and put all traffic on them.
2. Construct the eastbound lanes up to the bottom of PCC surfacing level, using a plant-mix bituminous base, and put all traffic on it.
3. Concentrate the efforts on the light rail zone, building only as much of the freeway section as required for traffic, until such time as the light rail zone can be turned over to Tri-Met.

The findings on these alternates are as follows:

Alternate 1:

In this alternate, the construction sequence follows the current plan through Stage 3. Stage 4 and Stage 5 construction would be changed to include work on the median area to provide the completed eastbound section of the roadway. This would allow traffic to be carried through the project on four 11-foot lanes. All ramps, with the possible exception of the westbound 42nd off-ramp, would have to be closed. The detour structures would have to be changed to provide the increased horizontal clearances on the freeway. Turn-outs for disabled vehicles could only be provided at exit-entrance ramps on the eastbound lanes; not at all on the westbound lanes in the saw-tooth section (2,500 feet) or when the contractor is placing P.C. Concrete surfacing on the westbound lanes.

Major traffic handling conflicts could develop on the west end of this project due to the traffic patterns in use on the Union Avenue-39th Avenue contract.

This plan sacrifices safety through the reduced width for trafffic of 22 feet for two lanes where the existing plan provides for 26 feet minimum, and the lack of turn-outs, and reduces the service level because of the ramp closures. It adds $100,000 to the cost of the contract in detour structure modifications and makes the light rail zone available to Tri-Met in May, 1985.

Alternate 2:

This alternate is a modification of Alternate 1. It follows the same course of action as the current plan and Alternate 1 through Stage 3. This plan differs from Alternate 1 in that under Stages 4 and 5 the eastbound lanes do not receive the 11-inch Continuously Reinforced P.C. Concrete surfacing prior to staging traffic onto them. The treated base course would have to be changed to require the contractor to place plant-mix bituminous base. This bituminous base will have to be a minimum of 9 inches thick to carry traffic and then will require some patching and repairs. It is anticipated that this repair work would have to start about six months after traffic is staged onto it and increase in scope and frequency as time passes.

All of the traffic handling problems and the reduced level of service found in Alternate Plan 1 are also in this plan.

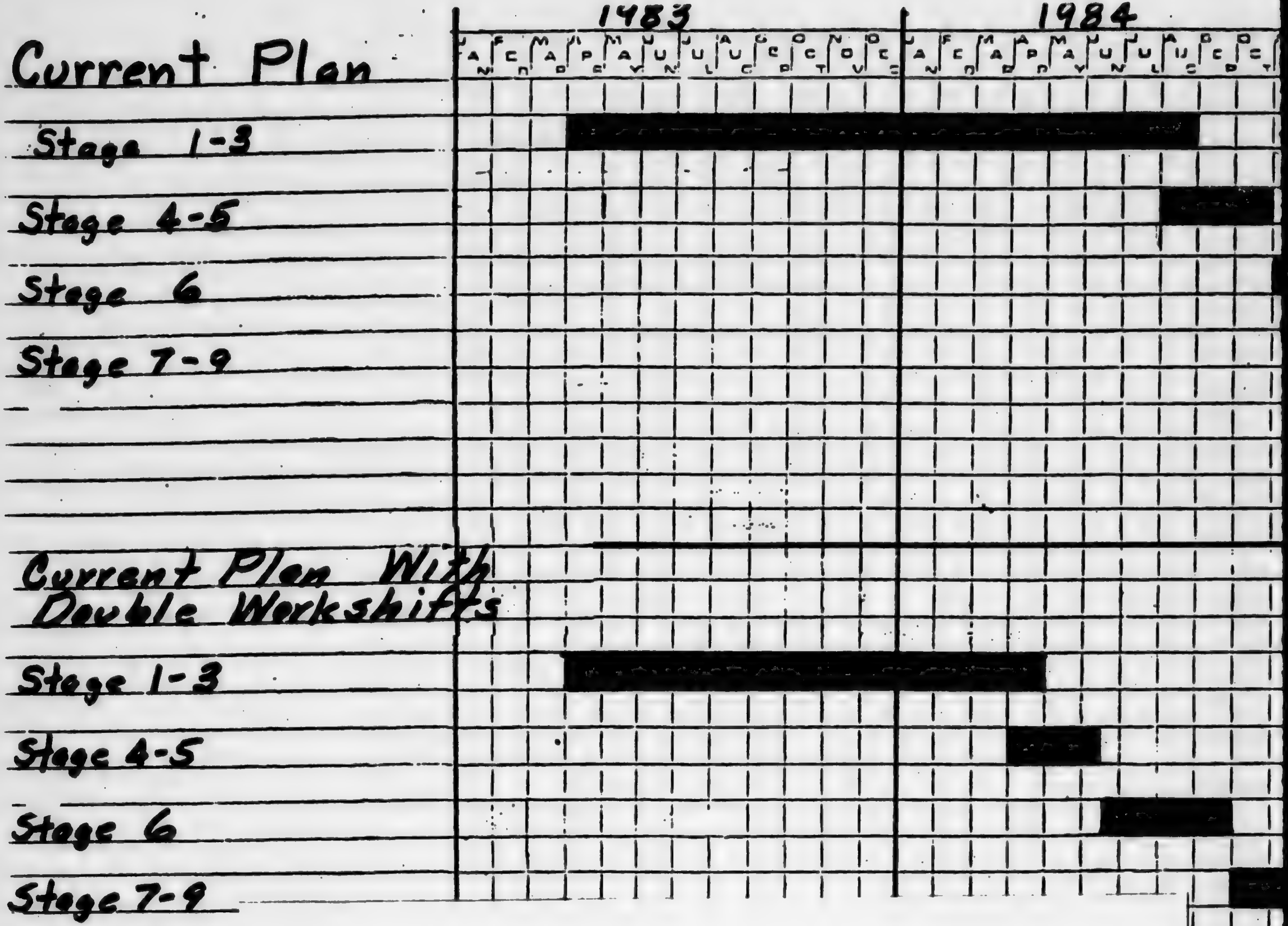
This plan would add $2,750,000 to the cost of the project for detour structure modifications, specifying plant-mix bituminous base, the extra 3 inches of plant-mix bituminous base, repairs to temporary roadway, adjustments to drainage structures, and reshaping and regrading the plant-mix bituminous base by roto-milling prior to placing the P.C. concrete surfacing. This alternate would make the light rail zone available to Tri-Met by December, 1984.

Alternate 3:

This alternate can only apply by closing the freeway down to two lanes only or completely. All westbound ramps must be closed. Added costs of about $350,000 for signing and detour structure modifications would be incurred and the light rail zone would be available to Tri-Met by August, 1984.

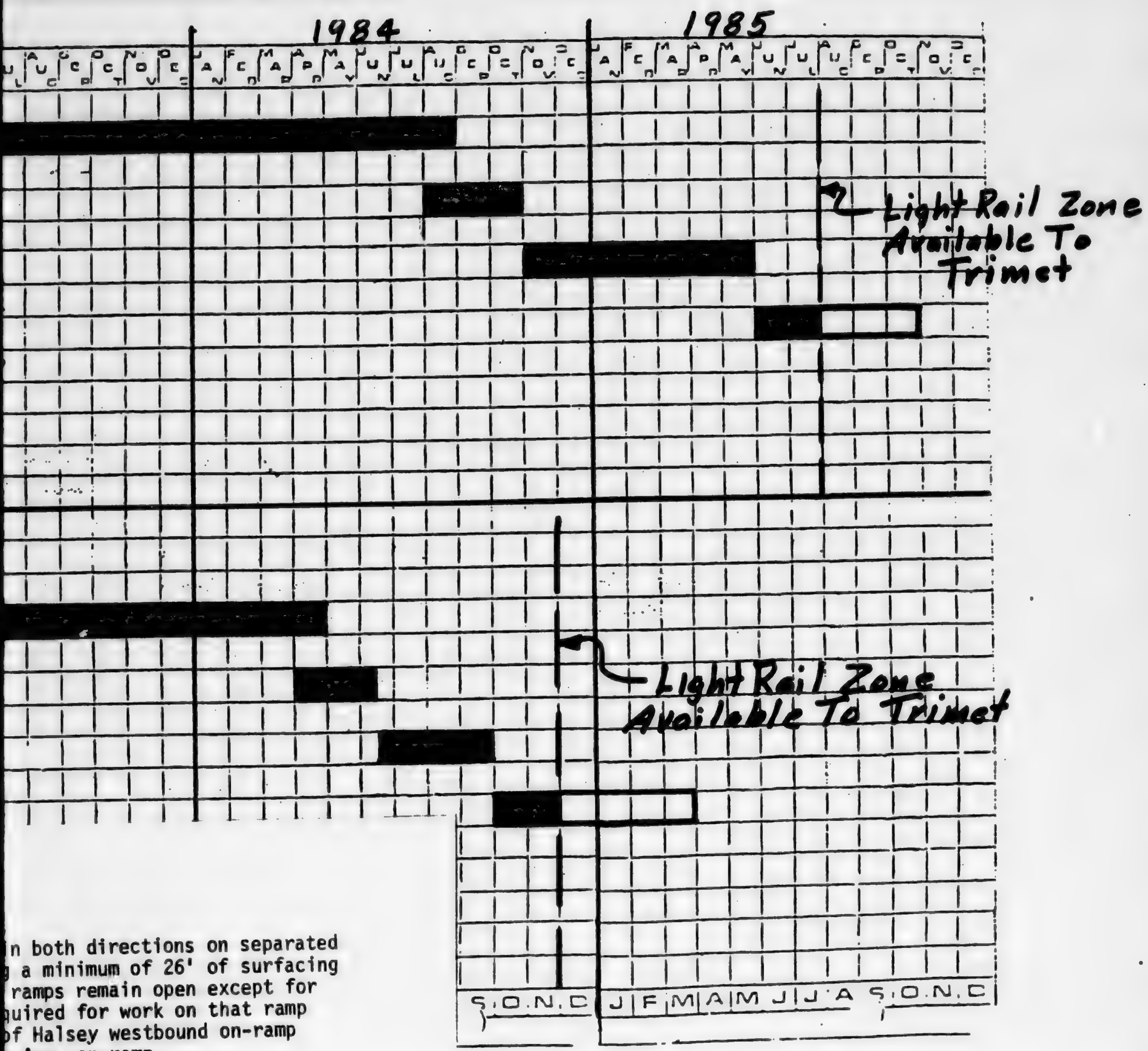
Alternate 4:

This alternate would follow the current plan through Stage 3, then close the freeway to all traffic until the completion of the freeway work. This closure would be in effect from November, 1984 to November, 1985. This alternate would make the light rail zone available to Tri-Met by December, 1984. This alternate would add about $250,000 to the cost of the project for temporary signing. A variation of this alternate would close the freeway to traffic in one direction, most likely eastbound, and carry two lanes of traffic in the same location currently proposed for eastbound traffic. Another variation would allow two lanes westbound only from 6 a.m. to 10 a.m. and two lanes only eastbound from 3 p.m. to 7 p.m.



Current Plan

Traffic is carried in both directions on separated alignments providing a minimum of 26' of surfacing for two lanes. All ramps remain open except for spot closures as required for work on that ramp and short closures of Halsey westbound on-ramp (82nd Ave.) and 58th Ave. on-ramp



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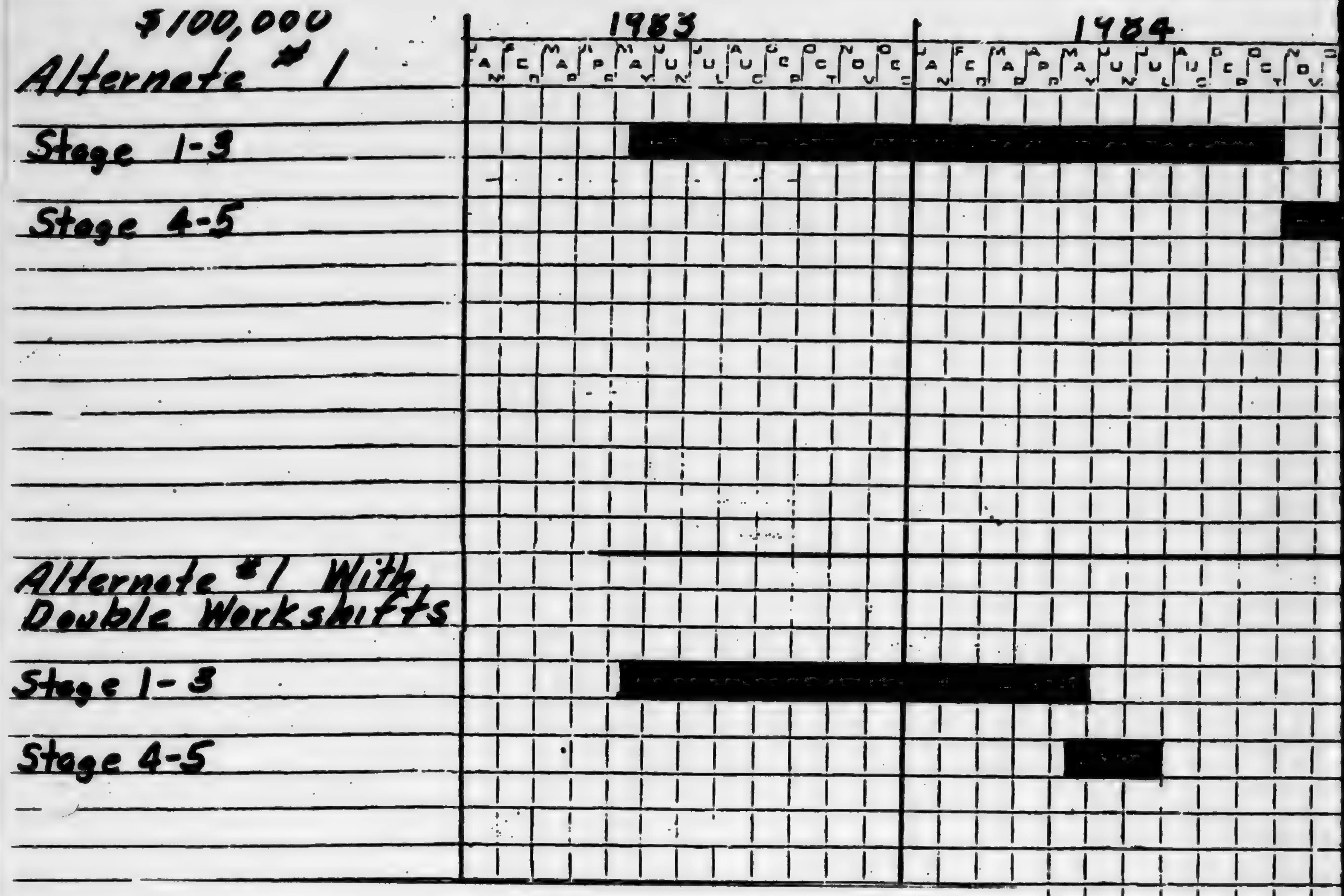
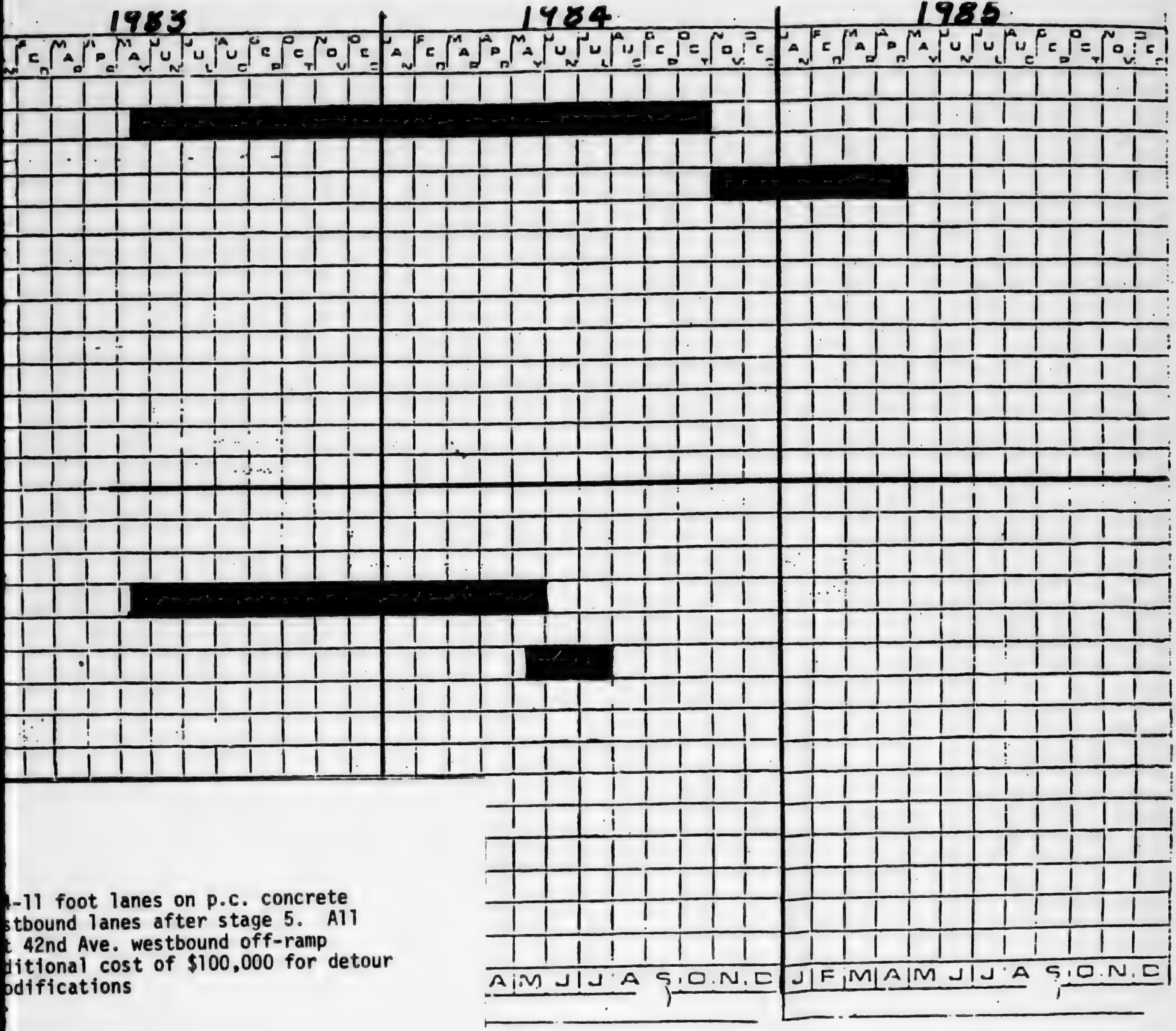


Alternate 1

Traffic in 4-11 foot lanes on p.c. concrete surfaced eastbound lanes after stage 5. All ramps except 42nd Ave. westbound off-ramp closed. Additional cost of $100,000 for detour structure modifications



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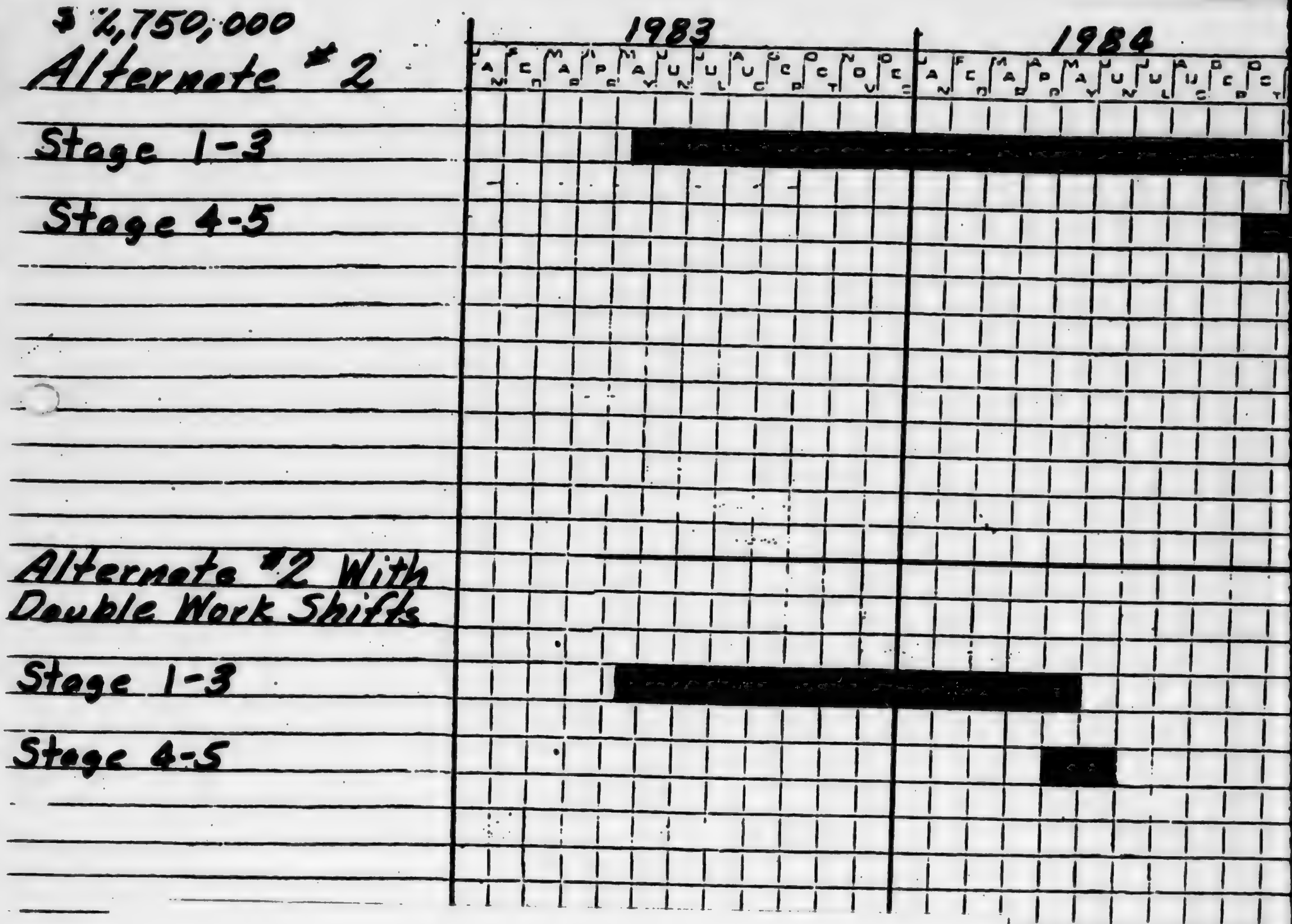
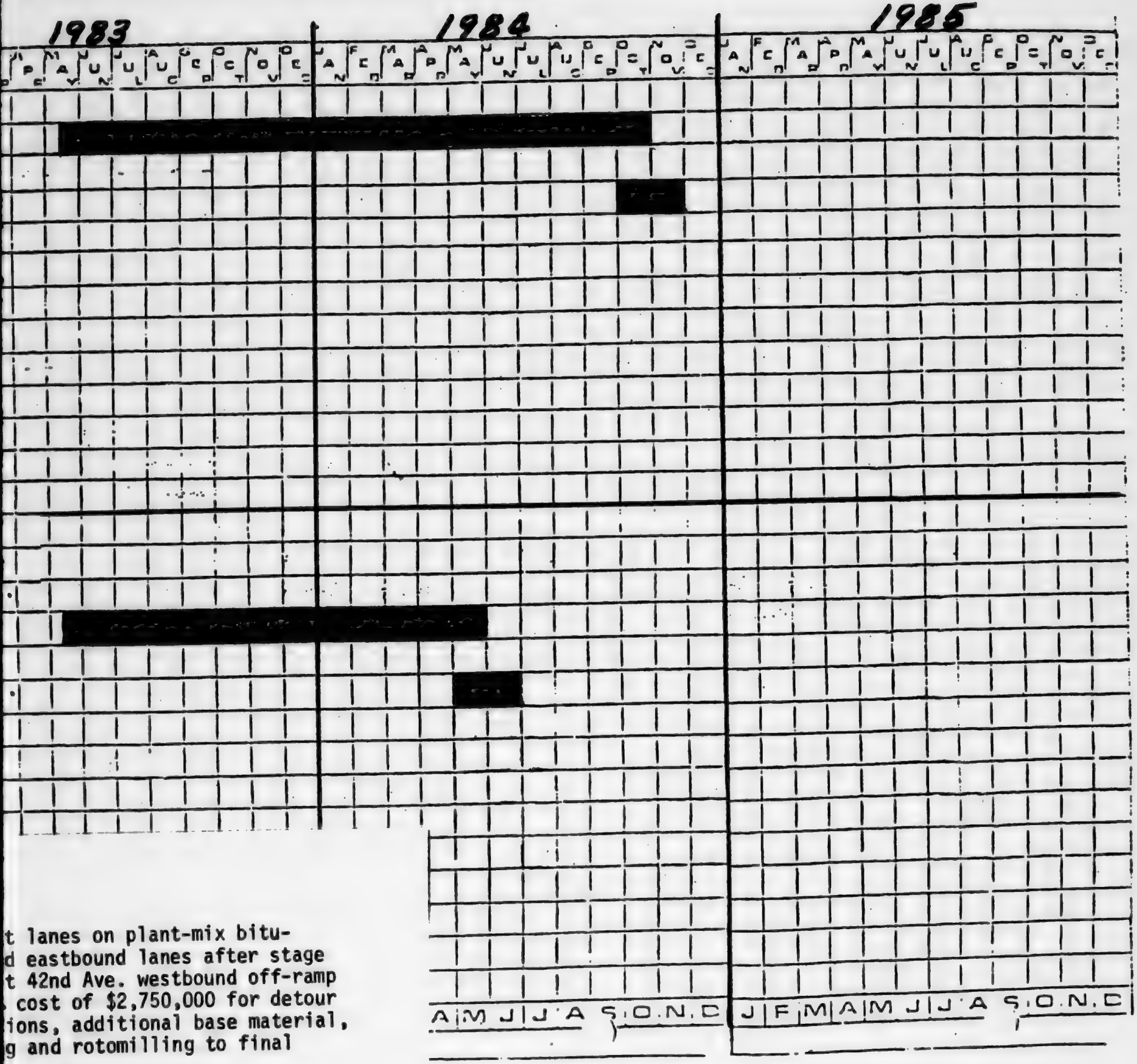


Alternate 2

Traffic in 4-11 foot lanes on plant-mix bituminous base surfaced eastbound lanes after stage 5. All ramps except 42nd Ave. westbound off-ramp closed. Additional cost of $2,750,000 for detour structure modifications, additional base material, repairs of surfacing and rotomilling to final grade line.



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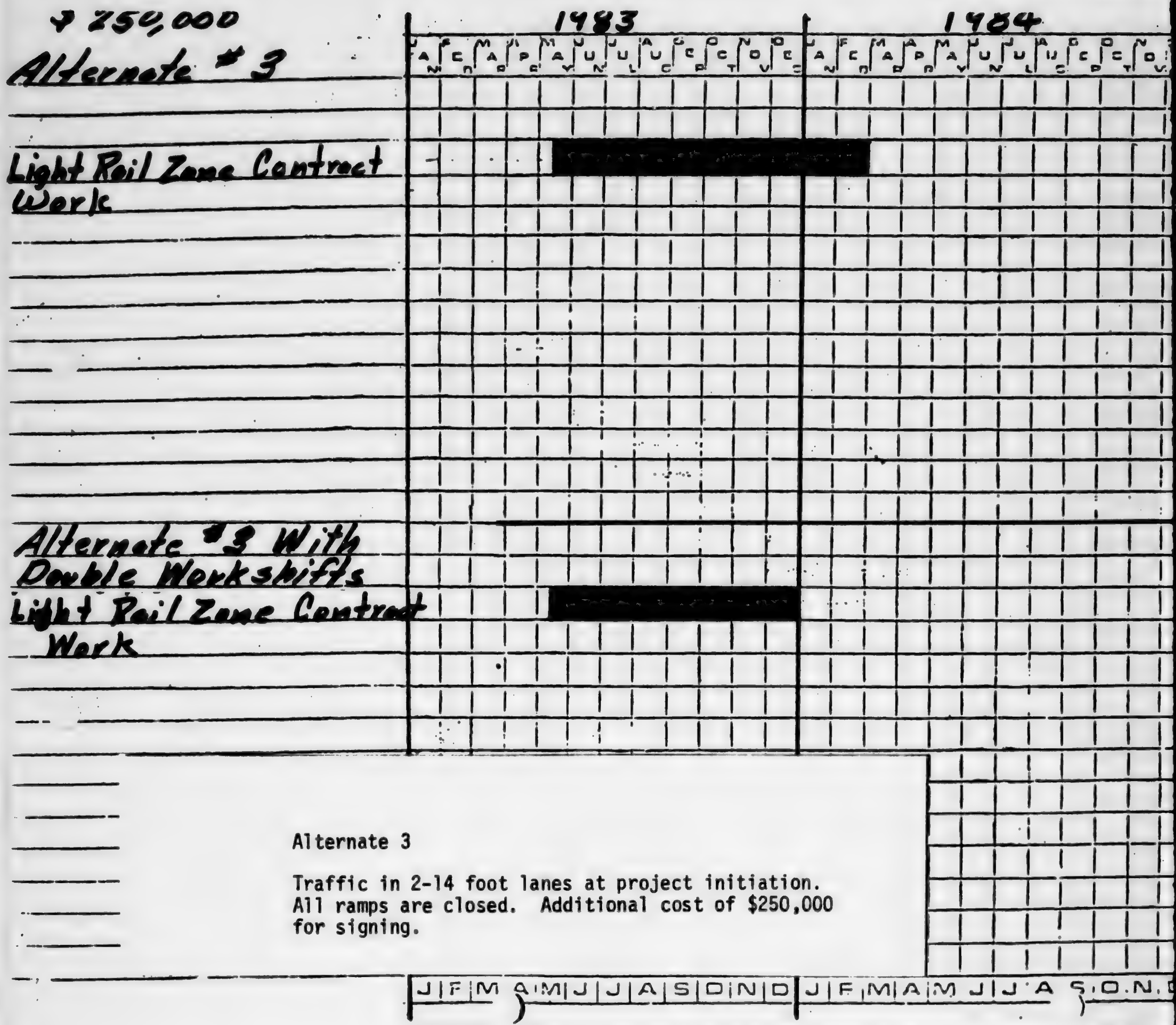
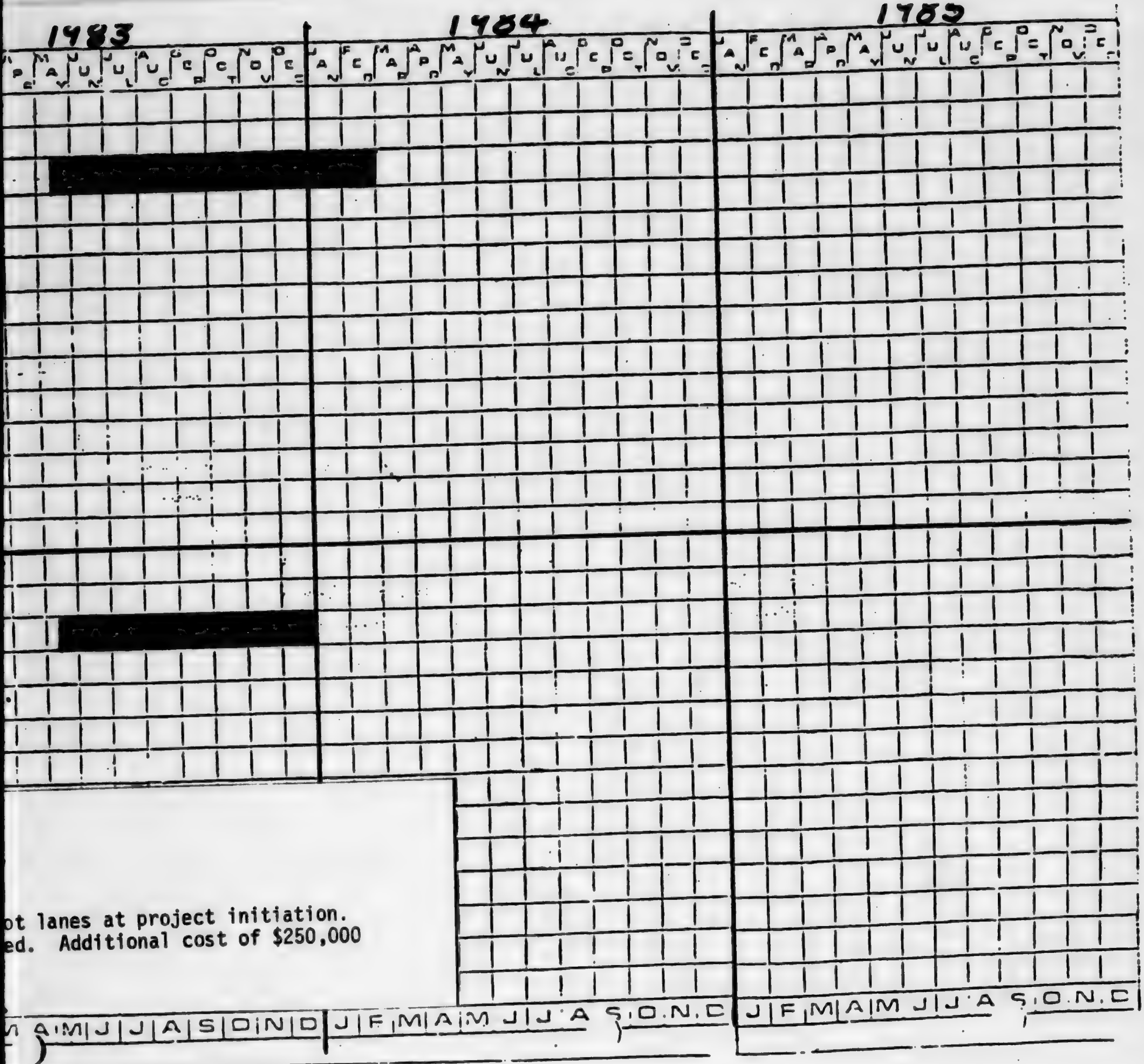


Alternate 3

Traffic in 2-14 foot lanes at project initiation. All ramps are closed. Additional cost of $250,000 for signing.



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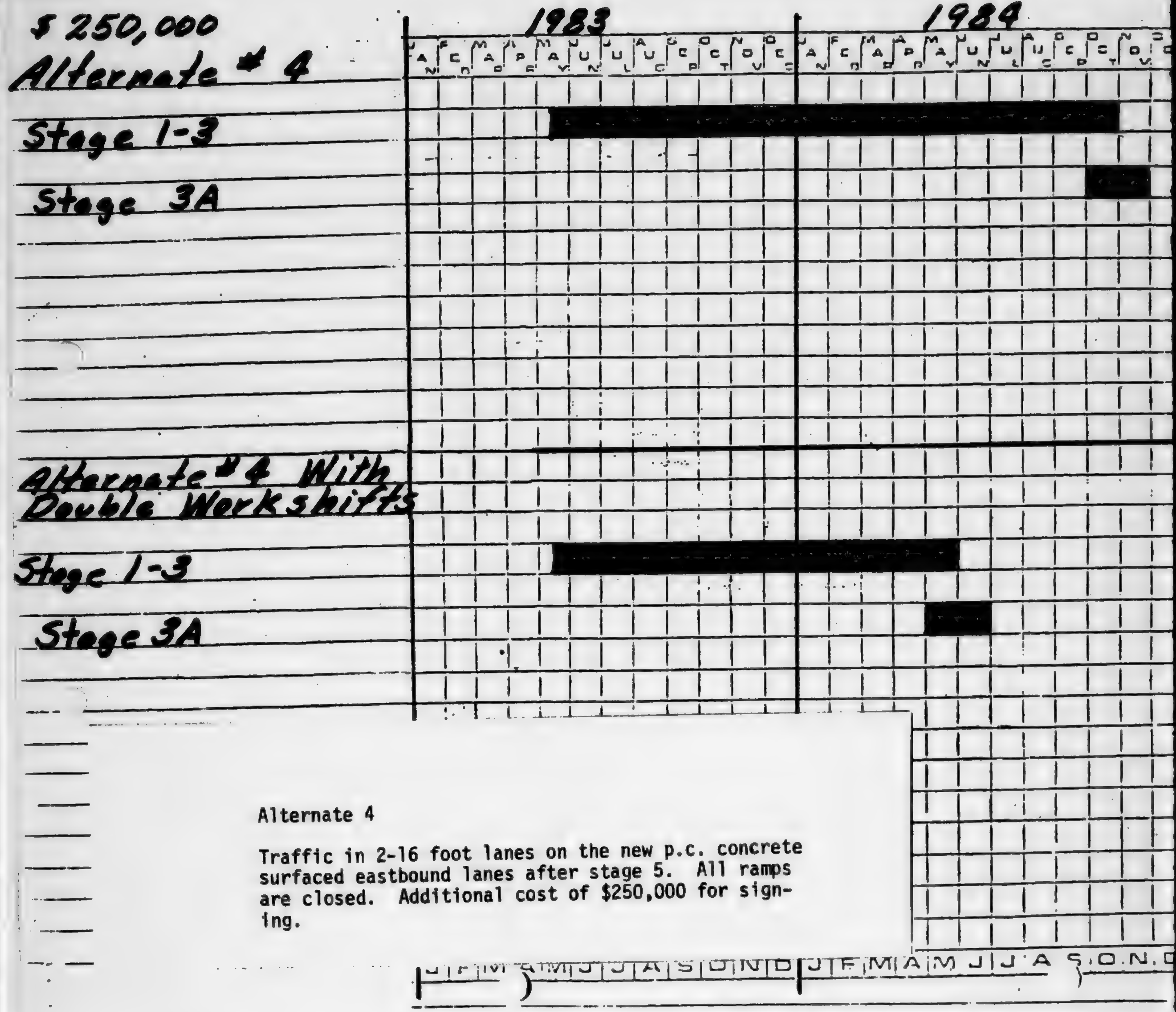
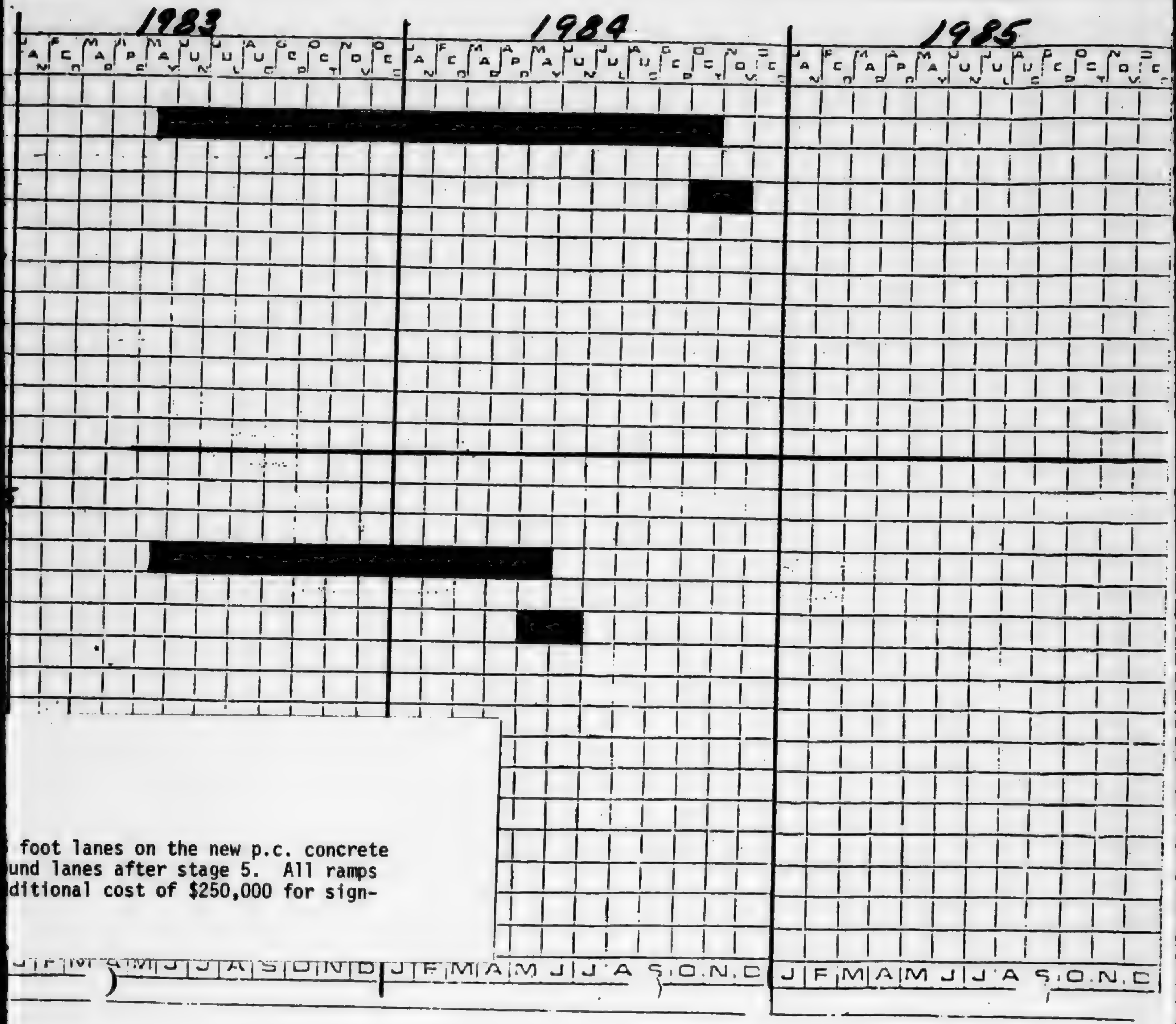


Alternate 4

Traffic in 2-16 foot lanes on the new p.c. concrete surfaced eastbound lanes after stage 5. All ramps are closed. Additional cost of $250,000 for signing.



foot lanes on the new p.c. concrete
und lanes after stage 5. All ramps
ditional cost of $250,000 for sign-

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 17, 1983 DES

TO: E. L. Hardt
Metro Region Engineer

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Retaining Wall Revisions
NE 39th-NE 87th Avenues Section
Columbia River Highway
Multnomah County

NOTED
E. S. HUNTER

The Reinforced Earth and Retained Earth wall alternates (Walls 1 and 2) will be deleted from the bidding plans for Unit 2 of the Banfield as requested by Trimet.

The types of walls to be included as alternates on the plans of the Banfield Project were previously approved by Trimet. The suppliers of a given wall system have prepared plans for inclusion in the bidding documents at no expense to Trimet or the State. They have assumed those costs for the opportunity to include their system in competition with other wall systems. The action by Trimet at this late date places the Highway Division in an awkward position. We had good faith arranged for the suppliers of the Reinforced Earth and Retained Earth wall systems to prepare bidding plans for Walls 1 and 2. I believe that Trimet has an obligation to reimburse those suppliers for the development costs incurred to date.

Trimet must, as an initial step, acknowledge in principle their obligation to reimburse the development costs for the two walls in question. The two wall suppliers will then be contacted to determine the amount of their development costs. I have no idea what those costs may be.

WJH:jrb
Attachment
cc: E. S. Hunter
Bob Sandmann
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JAN 18 '83
REFER TO
FOR

Info	Inves	R/D	[illegible]	[illegible]	[illegible]	File

Contains Recycled Materials
81-125-1387

SP*75683-1

05.1352

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

BANFIELD LIGHT RAIL PROJECT
421 S.W. 5TH, SUITE 600
PORTLAND, OREGON 97204

January 12, 1983

Bob Sandmann
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Request for Changes in ODOT Unit 2 (39th - 87th Ave.) Contract

Dear Bob:

Please incorporate the following changes in the subject contract:

a) Delete two LRT retaining walls options namely, the "Reinforced Earth" and the "Retained Earth," from the Unit 2 contract. This would eliminate the potential problems during construction and maintenance because of the presence of the reinforcing strips in the LRT trackway, and their inherent corrosion problems. The catenary pole foundations and the LRT station construction would also interfere with the walls reinforcing strips or wire mesh in the trackway. The walls to be deleted are designated as Wall No. 1 and 2 in the Contract.

b) Delete the northern portion of the 42nd Avenue pedestrian bridge, from Bent No. 2 northward. That portion of the bridge is being designed by our consultants, and will be constructed as part of the separate constract scheduled for the summer of 1983. The mark-up of the plans indicating "Not in Contract" portion of the bridge is enclosed.

Sincerely,

Donald L. MacDonald
Director
Banfield Light Rail Project

DLM:jf

Banfield Light Rail Project

cc: Ed Hart/ODOT
Al Harwood/ODOT
Walter Hart/ODOT
T. Venturato

NOTED
W.J. HART

6

ROW 18-4

NOTED
E. S. HUNTER

January 11, 1983

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1800 SW Sixth
Portland, OR 97201

Water Main Relocation
N.E. 53rd Avenue Undercrossing
N.E. Union Ave.-N.E. 87th Ave. Sect.
Columbia River Highway
Multnomah County
Project No. IX-68(4)Utility

Dear Mr. Goebel:

Bids will be received by the Oregon Transportation Commission for the N.E. 39th Ave.-N.E. 87th Ave. Section of the Columbia River Highway on February 3, 1983. An 8-inch water main located in N.E. 53rd Ave., owned by the City of Portland, has been found to be in conflict with the construction of the N.E. 53rd Ave. undercrossing structure and will require relocation.

The 8-inch water main is located in City street right of way, therefore, the cost of relocating the water main is reimbursable. Early in the planning stage for the reconstruction of the N.E. 53rd Ave. structure, you advised the Highway Division that you wished to upgrade the size of the water main to 12 inches. It was mutually agreed that the cost of upgrading the water main would be the City of Portland's responsibility.

In a letter from the Bureau of Water Works to Gary Kennen, Metropolitan Utility Specialist, dated August 23, 1982, the Bureau requested that the installation of the new 12-inch water main in the N.E. 53rd Ave. structure be included as part of the Highway Division's construction project. Your request was acceptable to the Highway Division. Your plans, as revised, for the installation of the 12-inch water main have been included as a part of Drawings Nos. 37546, 37549, 37550 and 37552 for the reconstruction of the N.E. 53rd Avenue structure, Bridge No. 7027A and are a part of the construction plans for our highway construction project sent to you on December 23, 1982.

RECEIVED
TECHNICAL SERVICES
JAN 12 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

The Bureau of Water Works letter, dated December 1, 1982, proposed a cost share for the installation of the 12-inch water main, due to oversizing from the existing 8-inch main, based on the Bureau's tabulation of material bids for FY 1982-1983. The proposal was that the State's share would be 60% and the Bureau's share would be 40%. This cost share is acceptable to the Highway Division. The Highway Division's estimate for providing and installing the 12-inch ductile iron pipe is 300 lineal feet at $40 per lineal foot for a total cost of $12,000. The Highway Division's estimated share of cost would be $7,200 and the Bureau's estimated share would be $4,800.

Upon award of the Highway Division's contract to the low bidder, the Bureau will be advised of the low bid for the installation of the 12-inch water main and requested to make an advanced deposit of its share of the installation cost.

If the terms, set forth above, for the installation and payment for the installation of the Bureau's 12-inch water main on the N.E. Halsey Street undercrossing structure is acceptable to the Bureau of Water Works, please execute two copies of the letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

APPROVED

BUREAU OF WATER WORKS

Date:______________________________

By:______________________________

bc: E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. L. Hardt
D. E. Swan
Dave Jones
Gary Kennen
Janice Peterson

RECEIVED
TECHNICAL SERVICES
JAN 11 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 11, 1983

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1800 SW Sixth
Portland, OR 97201

Water Main Relocation
N.E. Halsey St. @ N.E. 67th Ave.
N.E. Union Ave.-N.E. 87th Ave. Sect.
Columbia River Highway
Multnomah County
Project No. IX-68(4)Utility

Dear Mr. Goebel:

Bids will be received by the Oregon Transportation Commission for the N.E. 39th Ave.-N.E. 87th Ave. Section of the Columbia River Highway on February 3, 1983. A 12-inch water main located in N.E. Halsey Street, owned by the City of Portland, has been found to be in conflict with the construction of N.E. Halsey Street undercrossing structure at N.E. 67th Avenue and will require relocation.

The 12-inch water main is located in City street right of way, therefore, the cost of relocating the water main is reimbursable. Early in the planning stage for the reconstruction of the N.E. Halsey Street structure, you advised the Highway Division that you wished to upgrade the size of the water main to 16-inches. It was mutually agreed that the cost of upgrading the water main would be City of Portland's responsibility.

In a letter from the Bureau of Water Works to Gary Kennen, Metropolitan Utility Specialist, dated August 23, 1982, the Bureau requested that the installation of the new 16-inch water main in the N.E. Halsey St. structure be included as part of the Highway Division's construction project. Your request was acceptable to the Highway Division. Your plans, as revised, for the installation of the 16-inch water main have been included as Drawing No. 37596 for the reconstruction of the N.E. Halsey Street structure, Bridge No. 7029A, and are a part of the construction plans for our highway construction project sent to you on December 23, 1982.

The Bureau of Water Works letter, dated November 22, 1982, proposed a cost share for the installation of the 16-inch water main, due to oversizing from the existing 12-inch main, based on the Bureau's tabulation of material bids for FY 1982-1983. The proposal was that the

State's share would be 69% and the Bureau's share would be 31%. This cost share is acceptable to the Highway Division. The Highway Division's estimate for providing and installing the 16-inch ductile iron pipe is 380 lineal feet at $60 per lineal foot for a total cost of $22,800. The Highway Division's estimated share of cost would be $15,732 and the Bureau's estimated share would be $7,068.

Upon award of the Highway Division's contract to the low bidder, the Bureau will be advised of the low bid for the installation of the 16-inch water main and requested to make an advanced deposit of its share of the installation cost.

If the terms, set forth above, for the installation and payment for the installation of the Bureau's 16-inch water main on the N.E. Halsey Street undercrossing structure is acceptable to the Bureau of Water Works, please execute two copies of the letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

APPROVED

BUREAU OF WATER WORKS

Date:______________________________

By: ______________________________

bc: E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. L. Hardt
D. E. Swan
Dave Jones
Gary Kennen
Janice Peterson

7-74

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. UMTA OR-23-9001 IX-68(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/22/82

8. FEDERAL ROUTE NUMBER Primary 68

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: NE 39th Ave.-NE 87th Ave.

11. GENERAL DESCRIPTION OF WORK: Grade, pave, structure, signal, sign and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Attachment No. 1

13. REMARKS

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 12/21/82 request and certifying statements are accepted.

orig to 1/13

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $46,960,319 Federal Funds $39,916,269.

A signed copy of the Title Sheet is returned herewith.

(Appn Code 580 TEC $46,665 - F.F. $39,656 UMTA OR-23-9001 (amendment #4) TEC $46,913,654 - F.F. $39,876,613)

The above authorization to proceed is under the funding conditions provided in the UMTA/Tri-Met Full Funding Agreement.

14. DATE 12/22/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ATTACHMENT NUMBER 1

Railroad Protective Service	$110,000
On the job Trainees	12,160
State Furnished Software	5,000
Signal Controller Testing	11,000
Detour Signing S.F.	10,000
Permanent Pavement Striping S.F.	6,600
Temporary Pavement Striping S.F.	45,000
Asphalt Cement Adjustment	111,000

[illegible] I-84 N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Walter J. Hart, Bridge Design Engineer
Bridge Design Section

DATE: December 8, 1982

FROM: Tim H. Thex, Coordinating Engineer
Environmental Section

SUBJECT: Architectural Noise Mitigation at Bethlehem Lutheran Church
N.E. 39th - N.E. 87th Section
Banfield Freeway
Multnomah County

Please proceed on plans/documentation for architectural noise mitigation at the Bethlehem Lutheran Church so that the work can be performed concurrently with other work in the subject project section. The noise study report for the church has been cleared for submittal to FHWA for PS&E approval.

This work has been included in the contract special provisions as an anticipated bid item, as per Don Trout and Jack Sullivan. This will allow work to be done either by the contractor or as a separate bid through General Services. The Bridge Design Section's original estimate for the work was $5500. The anticipated item amount will be $10,000.

Please coordinate this work with the Road Design Section. If I can be of any assistance, please contact me at 378-8511.

TT:lb

cc: J. H. Versteeg
Bob Sandmann
Al Harwood

Versteeg
Anderson
copy Adams
Olson
copy Sullivan
Terpin
Trout KT
Wakerlig

RECEIVED
DEC 10 1982
ROAD DESIGN SECTION

Do Not File
Return
Bring
Action

81-125-1307

1544

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 6, 1982

NOTED
H.S.COULTER

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applicaton
NE 82nd Avenue O'xing
Banfield Transitway
City of Portland
Multnomah County

Dear Dave:

Attached is an original and nine copies of a PUC Application relating to the Banfield Transitway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter
E. S. Hunter
Ed Hardt
Walt Hart
C. T. Keasey
D. E. Swan
J. L. Sollis
Robert Sandmann
(all with copy of Application)

RECEIVED
STATE HWY ENGR
DEC 8 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

PUC Docket No. SXF ____________

PUC Crossing No. 2A-005.40-A

DOT-AAR Crossing No. UP809165M

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The State of Oregon by and through its Department (name of applicant) of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030 (020/030/040), to

construct a detour of (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of N.E. 82nd Avenue (name of street or highway)

and Union Pacific Railroad, Mainline (name of railroad company)

____________ (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) X Other (please specify) Construct a temporary detour structure and close the existing structure to traffic to perform minor, non-structural modifications.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOT[illegible]T BOTTOM OF PRECEDING PAGE BEFORE COMPLE[illegible]G THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division
Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763.030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 5.43

b. City Portland

c. Nearest railroad station Montavilla

d. County Multnomah

e. The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 28, Township 1N, Range 2E, W. M.

4. a. Name of public highway involved in this project:
N.E. 82nd Avenue(Cascade Highway North-Ore 213)

b. Name of public authority with jurisdiction over this highway:
Oregon State Department of Transportation, Highway Division

5. Name of railroad involved in this project: Union Pacific Railroad, Mainline
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland, Bureau of Streets & Structures,621 SW Alder St.Portland, OR 97205

c. Multnomah County,Public Works Div.,2115 SE Morrison,Portland,OR 97204

d. N.W.Natural Gas Co.,123NW Flanders St.,Portland,OR 97209 Attn:DonThomas

e.

f. Oregon Department of Transportation, Highway Division ,Transportation Bldg.,Salem,OR 97310

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

PUC Form 202 (30) 1-80
Page Two (Section I)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
Construct a temporary detour structure to carry the four lanes of N.E. 82nd Avenue over UPRR and the Banfield Freeway while modifications are made on the existing structure. All modifications to the existing structure will not affect the clearances over the UPRR or result in any structural modifications.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To accommodate the traffic on N.E. 82nd Ave. during the necessary modifications to the existing structure.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

(See Below) (2) *Width--The highway is 81.75 feet wide at the crossing at present; after completion of the project, it will be 81.75 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--			After completion--		
Bus lane	11	feet	Bus lane	11	feet
Shoulder** of	5	feet	Shoulder of	5	feet
2 lane(s) at	12	ft. ea.	2 lane(s) at	12	ft. ea.
Median of	1.75	feet	Median of	1.75	feet
2 lane(s) at	12	ft. ea.	2 lane(s) at	12	ft. ea.
Shoulder of	5	feet	Shoulder of	5	feet
Bus Lane	11	feet	Bus lane	11	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

(2) Proposed temporary detour structure roadway is 58'-0" consisting of (E-W) 4' shoulder, 2-12' lanes, 2' median, 2-12' lanes and 4' shoulder with a 5' sidewalk on east side.

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	____________	____________
Type of surface of traveled way:		
on approaches	____________	____________
at crossing	____________	____________
Type of surface on shoulders;	____________	____________
Condition of surface:		
on approaches	____________	____________
at crossing	____________	____________
Is highway curbed on the approaches?	____________	____________
Is there one or more sidewalks at this crossing?	____________	____________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on—	At present:	After completion:
________ approach (N or E)	± ______%	± ______%
________ approach (S or W)	± ______%	± ______%

(5) Nearest public roadway intersection on each approach—

(a) ________ (N or E) approach: ______ft; ADT ________

(b) ________ (S or W) approach: ______ft; ADT ________

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________ (yes/no); (b) __________ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from N (N or E) to S (S or W):

Main line

(2) Angle of intersection-- ____ o ____ o

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
________ of crossing: (N or E)	________ ft.	____________ ft.
________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:
a. The Highway

(1) Average daily traffic volume--

At present: 26,300 ; After completion 26,300 ;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	11	11
Switching movements:	6	6
Passenger trains:	2	2

(2) Speed of trains--

Maximum allowable:	________ mph	____________ mph
Typical:	________ mph	____________ mph
Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

SECTION III. Separated Cross'

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon State Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon State Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): The detour structure for N.E. 82nd Avenue will be constructed over the UPRR mainline and the Columbia River Highway (Banfield Freeway) See drawing No. 38010. Railroad construction clearance is 21'-0" vertical and 19'-0" horizontal.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: No grade crossings in the area.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) - OSHD Bridge Section Drawing No. 38010

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5,8,9,10,11,12,15, & 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at SALEM, Oregon this 6th day of Dec, 1982.

(Applicant)

(Attorney)

I, ROGER D. TRYGSTAD, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

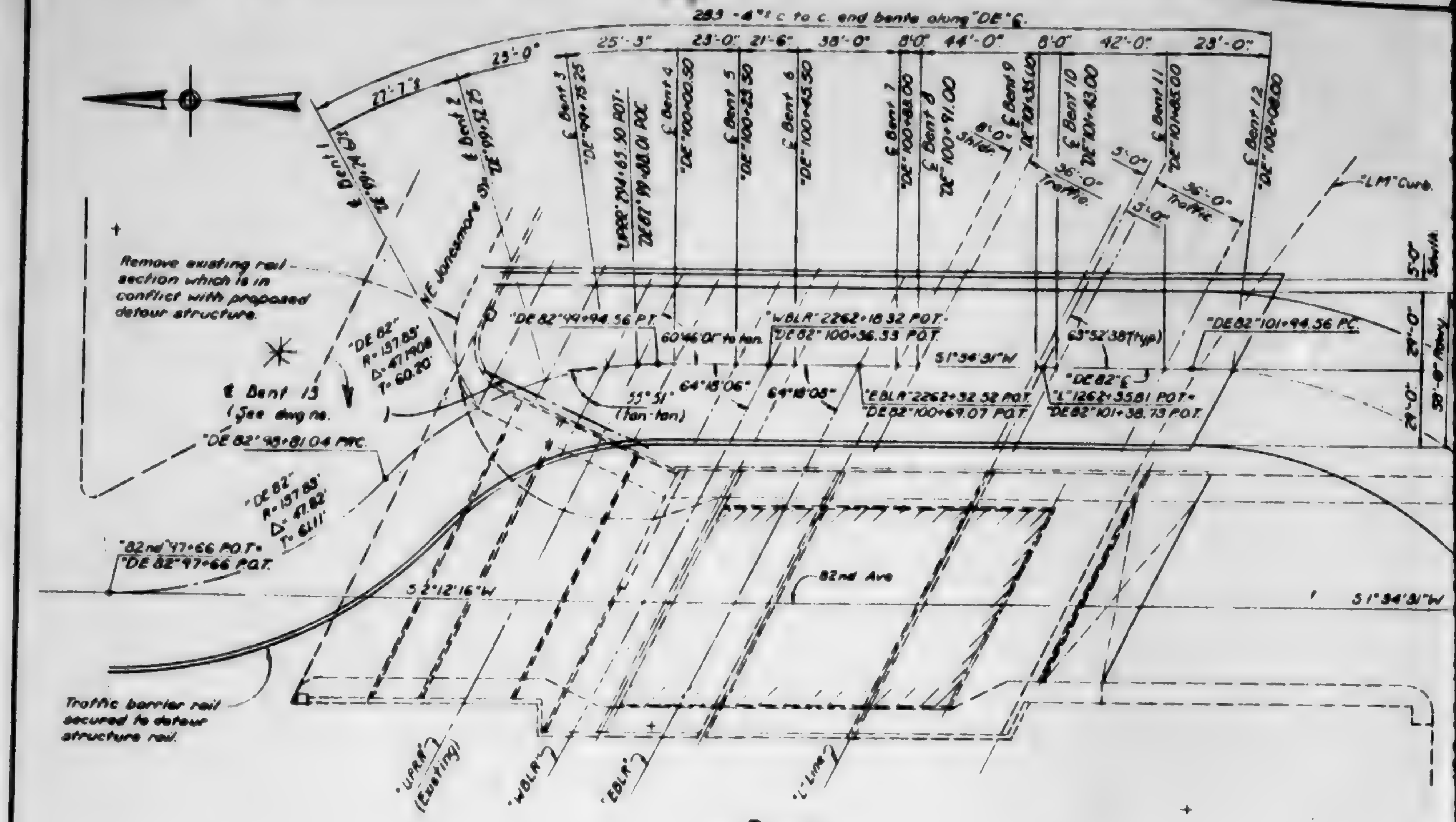
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 6 day of December 1983

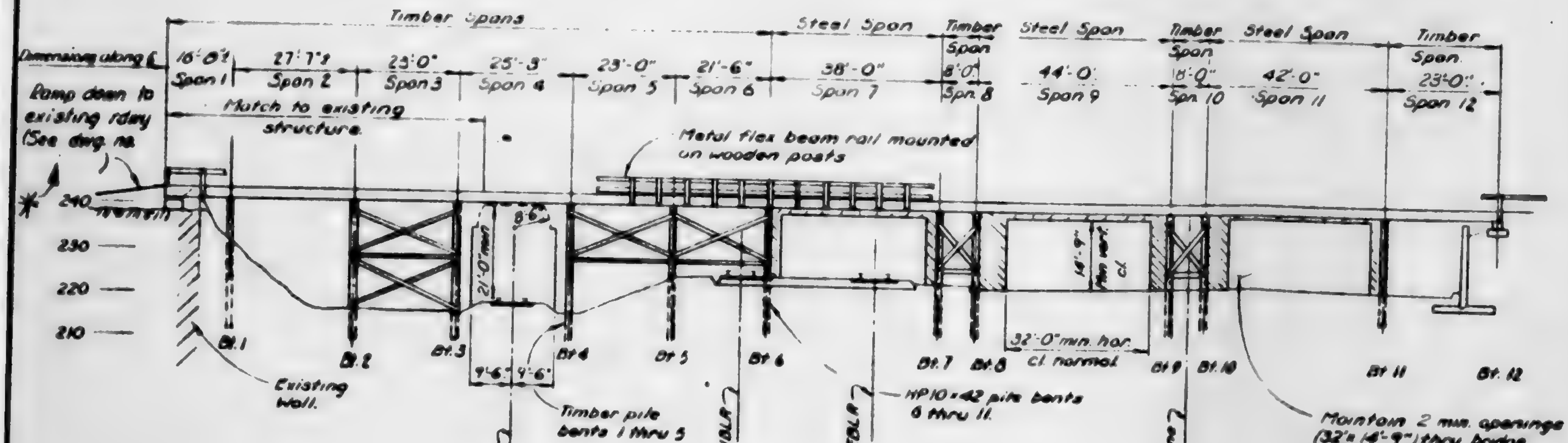
(Notary Public for Oregon)

My Commission Expires: 12-18-84

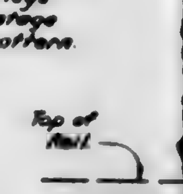
PUC Form 202 (30) 1-80
Signature Page


283 -4"± c to c. end bents along "DE" ℄.
25'-3"
23'-0"
21'-6"
38'-0"
8'0"
44'-0"
8'0"
42'-0"
23'-0"
23'-0"
27'-7"±
℄ Bent 1 "DE" 99+0.75
℄ Bent 2 "DE" 99+32.75
NE Jonesmore St.
℄ Bent 3 "DE" 99+75.25
"UPRR" 714+65.50 POT. "DE 82" 99+88.01 POC.
℄ Bent 4 "DE" 100+00.50
℄ Bent 5 "DE" 100+23.50
℄ Bent 6 "DE" 100+45.50
℄ Bent 7 "DE" 100+83.00
℄ Bent 8 "DE" 100+91.00
℄ Bent 9 "DE" 101+35.00
℄ Bent 10 "DE" 101+43.00
℄ Bent 11 "DE" 101+85.00
℄ Bent 12 "DE" 102+08.00
8'-0" Shldr.
36'-0" Traffic
5'-0"
5'-0"
36'-0" Traffic
"LM" Curb.
Remove existing rail section which is in conflict with proposed detour structure.
"DE 82" R= 137.83' Δ= 47.1908 T= 60.20'
℄ Bent 13 (See dwg no.
"DE 82" 98+81.04 PRC.
"DE 82" R= 137.83' Δ= 47.82' T= 61.11'
"82nd" 97+66 P.O.T.= "DE 82" 97+66 P.O.T.
"DE 82" 99+94.56 P.T.
60°46'01" to tan.
55°51' (tan-tan)
64°18'06"
64°18'08"
"WBLR" 2262+18.32 P.O.T.= "DE 82" 100+36.33 P.O.T.
S1°34'31"W
"EBLR" 2262+32.52 P.O.T.= "DE 82" 100+69.07 P.O.T.
63°52'38"(Typ)
"DE 82" ℄
"L" 1262+35.81 P.O.T.= "DE 82" 101+38.73 P.O.T.
"DE 82" 101+94.56 P.C.
5'-0" Sdwlk
29'-0"
29'-0"
58'-0" Rdwy.
S 2°12'16" W
82nd Ave
S1°34'31"W
Traffic barrier rail secured to detour structure rail.
"UPRR" (Existing)
"WBLR"
"EBLR"
"L" Line

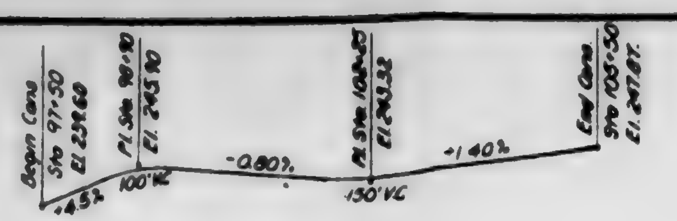
PLAN
Scale 1" = 30'


Timber Spans
Steel Span
Timber Span
Steel Span
Timber Span
Steel Span
Timber Span
Dimensions along ℄
16'-8"± Span 1
27'-7"± Span 2
23'-0" Span 3
25'-3" Span 4
23'-0" Span 5
21'-6" Span 6
38'-0" Span 7
8'-0" Spn. 8
44'-0" Span 9
8'-0" Spn. 10
42'-0" Span 11
23'-0" Span 12
Ramp down to existing rdwy (See dwg. no.
Match to existing structure.
Metal flex beam rail mounted on wooden posts
240
230
220
210
21'-0" min.
8'-6"
14'-9" min vert. cl.
32'-0" min. hor. cl. normal
9'-6"
9'-6"
Bt. 1
Bt. 2
Bt. 3
Bt. 4
Bt. 5
Bt. 6
Bt. 7
Bt. 8
Bt. 9
Bt. 10
Bt. 11
Bt. 12
Existing Wall.
Timber pile bents 1 thru 5
HP10 × 42 pile bents 6 thru 11.
Maintain 2 min. openings (32' x 14'-9") thru bridge construction for stage roadway traffic pattern.
UPRR
WBLR
EBLR
"L" Line

ELEVATION
Scale: 1" = 20'-0"

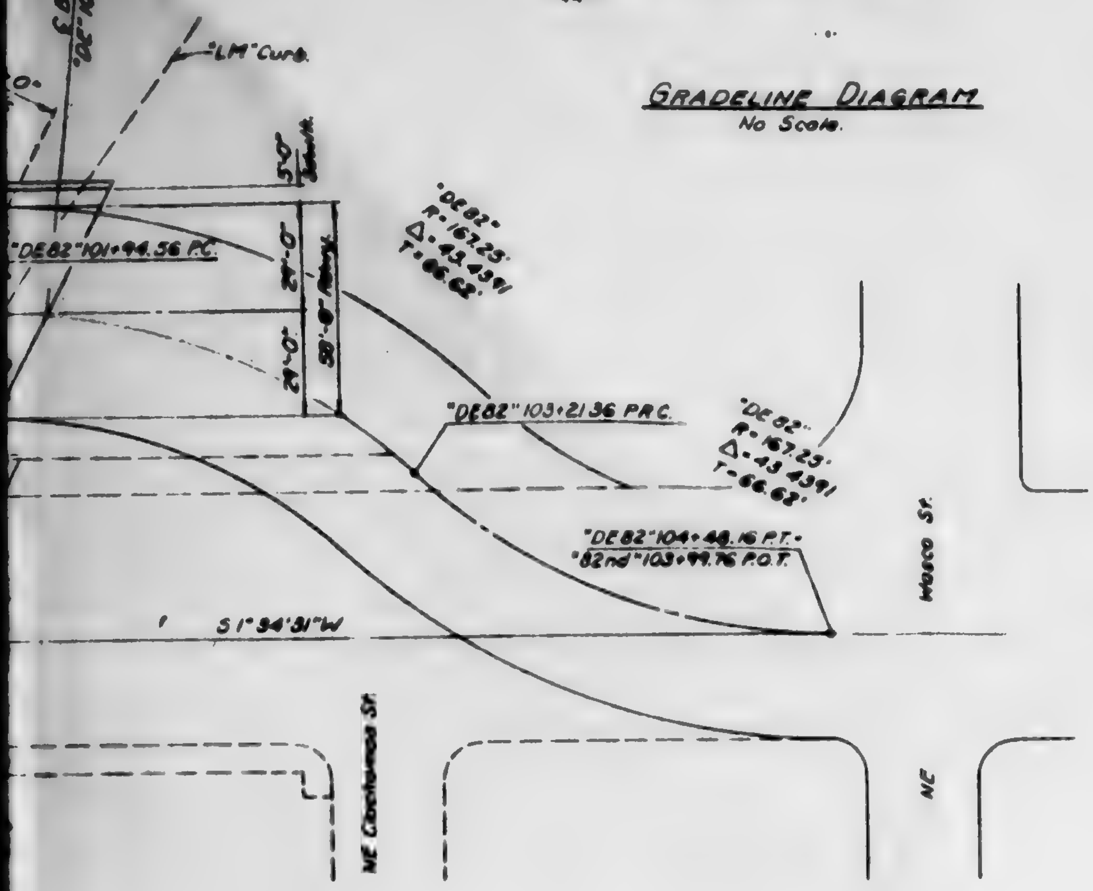


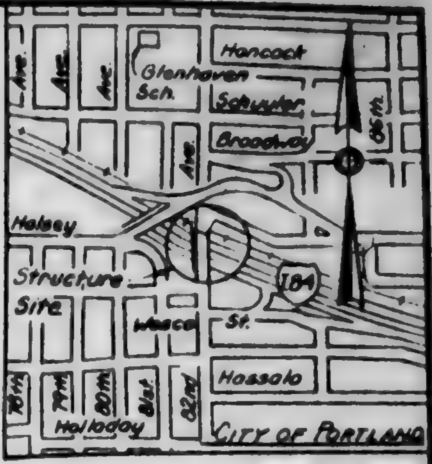
RAILROA


Begin Curve
Sta 97+50
El 239.60
P.I. Sta 98+10
El 245.90
P.I. Sta 102+50
El 243.32
End Curve
Sta 105+50
El 247.87
+4.5%
100' VC
-0.80%
150' VC
+1.40%

GRADELINE DIAGRAM

No Scale.


'-0"
℄ Bent 12
"DE" 102+08.00
-0"
"LM" Curb.
5'-0" Sidewalk
"DE82" 101+94.56 P.C.
29'-0"
29'-0"
58'-0" Roadway
"DE82"
R=167.25'
Δ=43.4391
T=66.62'
"DE82" 103+21.36 P.R.C.
"DE82"
R=167.25'
Δ=43.4391
T=66.62'
"DE82" 104+48.16 P.T. = "82nd" 103+99.76 P.O.T.
S 1°34'31" W
NE Clackamas St.
NE Wasco St.


Hancock
Glenhaven Sch.
Schuyler
Broadway
85th
Ave.
Ave.
Ave.
Ave.
Halsey
Structure Site
I-84
Wasco St.
Hassalo
78th
79th
80th
Blvd.
82nd
Holladay
CITY OF PORTLAND

VICINITY MAP

No Scale.

NOTES:

Structure designed for HS20-44 loading with an allowance of 20 psf for present wearing surface.

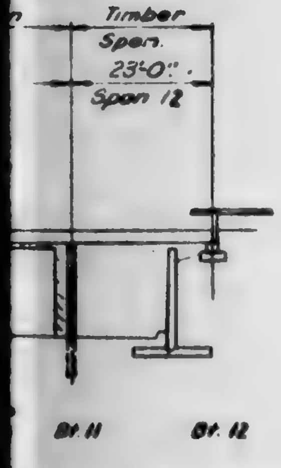
All structural steel shall conform to ASTM Specification A36.

All steel piling shall be HP10×42 driven to a minimum bearing of 35 tons per pile.

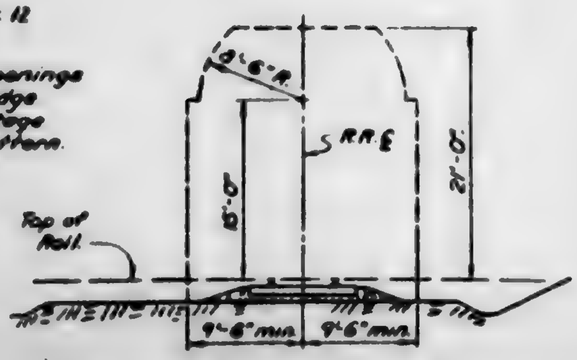
All timber piling shall be driven to a minimum bearing of 22 tons per pile.

Remove detour structure after permanent structure is opened to traffic.

All elevations shown are based on City of Portland Datum.


Timber
Span.
23'-0"
Span 12
Bt. 11
Bt. 12

aintain 2 min. openings
2'x 16'-9") thru bridge
nstruction for stage
adway traffic pattern.


8'-6" R.
R.R. ℄
15'-0"
21'-0"
Top of Rail.
9'-6" min.
9'-6" min.

RAILROAD CONSTRUCTION CLEARANCE.

No Scale.

APPROVED:
Walter J. Hart
BRIDGE ENGINEER
DESIGNED J. Alloway
DRAWN C. Wallen
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1929

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

N.E. 82nd AVENUE U'XING
N.E. 39th AVE. – N.E. 87th AVE. SECT.
COLUMBIA RIVER HWY. (I-84) ~ MULT. CO.

DETOUR STRUCTURE
PLAN AND ELEVATION P.U.C.

DATE March 1982
BRIDGE NO. 7031A
SHEET 1 OF 1
DRAWING NO. 38010

73 14

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: December 2, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1352
Crossing No. 2A-3.1-A

NOTED
H.S. COULTER

Attached is a copy of Order No. 82-837 issued by the Public Utility Commissioner on November 29, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
M. Payne
E. L. Hardt (2) - Please give copy to Proj. Manager
Robert Sandmann
J. L. Sollis
W. J. Hart

RECEIVED
STATE HWY ENGR
DEC 3 '82
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

Contains Recycled Materials

ORDER NO. 82-837

ENTERED November 29, 1982

PUC CROSSING NO. 2A-3.1-A
DOT CROSSING NO. 809 158 C
(EXISTING OVERCROSSING)

NEW PUC CROSSING NO. 2A-3.1-AD

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1352

In the Matter of the Application of STATE OF OREGON by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct a separated crossing of NE 42nd Avenue Pedestrian and Bikeway and Oregon-Washington Railroad & Navigation Company, and its lessee Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.	)	ORDER

On August 10, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030 and 763.040, to construct a new pedestrian/bikeway overcrossing at NE 42nd Avenue and the main track, and a right-of-way Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Copies of the application were duly served upon the City of Portland, Multnomah County, Portland General Electric Company, Pacific Power & Light Company, Northwest Natural Gas Company, Pacific Northwest Bell Telephone Company, Union Pacific Railroad Company, and applicant. Applicant, by letter dated September 7, 1982, amended its application to indicate that it, and not the City of Portland, owned the current structure and would own and maintain the new pedestrian/bikeway overcrossing structure. No objection by any party has been made of the granting of the application as amended.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation

District (Tri-Met) is constructing a double-track light rail transit line between Portland and Gresham through the Sullivan Gulch area. The new rail transit line will lie between the adjacent Graham line of Union Pacific Railroad (to the north) and I-84 (to the south). There are several existing overcrossings of the transportation facilities in Sullivan Gulch, including the crossing involved in this matter. It will be necessary to construct a new pedestrian overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to construct a new pedestrian/bikeway overcrossing of I-84, the light rail line and the Union Pacific tracks. The existing pedestrian crossing is part of the 42nd Avenue exit from I-84. Commissioner's Order No. 82-351, dated May 14, 1982, deals with the removal of the 42nd Avenue (crossing No. 2A-3.1-A) overcrossing and its relocation easterly. The structure authorized herein will not be part of any other overcrossing structure.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application of the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to construct a new pedestrian/bikeway overcrossing structure at NE 42nd Avenue, as requested herein, is hereby granted.
2. Applicant shall:
    a. Construct a new overcrossing structure in accordance with Oregon Department of Transportation's Drawing No. 37284, Sheet 1, dated July 1982, and bear all the costs thereof;
    b. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least 30 days in advance of any impairment;
    c. Maintain the new overcrossing structure including the beam-bearing assemblies, and bear all the costs thereof;

d. Bear all the costs of damage to the new overcrossing structure caused by pedestrian and bicycle traffic on the roadway; and

d. Notify the Commissioner upon completion of the project.

3. Oregon-Washington Roadway & Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the new overcrossing structure, and bear all the cost thereof.

Upon completion of construction of the new overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company's minimum clearances. While the structure is being constructed or altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective 11/29/82.

JOHN J. LOBDELL
Public Utility Commissioner

sms/0899S

9314

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)
LRT 42nd Ave Pedestrian U'xing (Br #16613)

Date: November 24, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer

We have reviewed Mr. Hart's submittal of August 3rd by L. L. Wallace and the foundation report dated September 20th on the 42nd Avenue pedestrain U'xing. Preliminary plans are approved as submitted.

We would like to express some concern for the footing depths. Although footing elevations are not given, scaled depths place bents 1, 3, 4 and 5 on very soft brown clayey material (4 blows foot). Some subexcavation and compacted backfilling will be necessary at these locations. Also, please note it appears that bent 3 falls within the soil failure plan of the LRT retaining wall. Perhaps this footing should be located below this plane.

For
Dale E. Wilken

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO
Hart
FOR
Info Inmes R/D D/R Sign Act ✓ File

Orig to
11/26

ESH

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
16613

In Reply Refer to
File No.

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

August 3, 1982

ORIGINAL SIGNED
L. L. WALLACE

FROM: for Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: 42nd Ave. Pedestrian Undercrossing
NE 39th Ave.-NE 87th Ave. Section
Columbia River Highway (I-84)
Multnomah County
Bridge 16613

Enclosed are five reduced prints of Drawings 37284 and 36831 which are the preliminary plan and elevation and vicinity map for the 42nd Ave. Pedestrian Structure. Copies of the Foundation Report will be forwarded when it becomes available.

This structure replaces an existing pedestrian structure at 42nd Ave. and also provides access to Banfield Transitway Facilities. The structure crosses the Union Pacific Railroad, Lightrail Trackway, and the proposed Banfield Freeway reconstruction.

Prestressed precast construction is required over the Banfield stage construction and is best suited to construction over the railroad. To minimize ramp grades and lengths, a minimum structural depth using slab spans is proposed. Architectural design is developed in the ramp support system and structure columns.

Estimated cost based on approximate quantities and including an allowance for engineering and contingencies is $470,000. This does not include removal of existing structure.

We request your approval of this preliminary submittal.

H
NOTED
E. S. HUNTER

JEB:smd

cc ~~E. S.~~ Hunter
D. H. Moehring
H. Versteeg /w/ 1
E. L. Hardt /w/ 3
R. N. Sandmann /w/ 16

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TECHNICAL SERVICES
AUG 4 '82
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FOR

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Form 734-3122

9594

B

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)
LRT 82nd Ave U'Xing (Br #7031A)

Date: November 23, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

NOTED
E. S. HUNTER

We have reviewed the preliminary plans submitted by Mr. Hart with April 5th letter signed by L. L. Wallace and the foundation report dated April 16th for the 82nd Avenue U'Xing revisions. The 26" prestressed slab span proposed are acceptable.

Please proceed with the design.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
NOV 24 '82
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
NOV 26 '82
REFER TO Walt Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

P.a 7
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 5, 1982

In Reply Refer to
File No.:
DES 23
7031A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 6 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

SUBJECT: NE 82nd Avenue Undercrossing
NE 39th Avenue-NE 87th Avenue Section
Columbia River Highway (I-84)
Multnomah County
BR 7031A

Enclosed are five reduced prints of Drawings 36776, 36787, 35868 and 35869 which are the preliminary plan and elevation, and vicinity maps for the subject structure and detour. The foundation reports will be forwarded when they become available.

This structure carries 82nd Avenue traffic across the Union Pacific Railroad, Light Rail trackway, and the proposed Banfield Freeway reconstruction. The roadway width matches the existing street width with additional width for bus turnout lanes. The span lengths and column locations allow for the geometry of the "LRT" and reconstruction of the freeway.

The existing structure is to remain in place from the UPRR tracks and north, while removal and reconstruction south of the tracks is proposed. Precast deck elements are used to facilitate construction and provide vertical clearance. A detour structure is required to serve 82nd Avenue traffic.

Estimated costs based on approximate quantities and including an allowance for engineering and contingencies are $1,156,000 for the 82nd Avenue structure and $694,000 for the detour structure.

We request your approval of this preliminary submittal.

JEB:jrb
Encls.
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 2
R. A. Sandmann /w/ 16 and 1 construction sequence

Form 734-3122

9594

b

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)
LRT 60th Ave. U'Xing (Br #7028A)
Preliminary Bridge Plans

Date: November 22, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed Mr. Hart's preliminary bridge plans submitted on June 11, 1982 for the 60th Avenue U'Xing revisions. We find the precast prestressed slab proposal acceptable. Please proceed with the design.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
NOV 23 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11/23
ey

[illegible]

I-84 N
Banfield

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Don Adams,
Final Design

FROM: David L. Jones,
Project Manager

SUBJECT: Stage Construction
~~39th Ave.-87th Ave~~
Banfield Freeway

DATE: November 8, 1982

RECEIVED
NOV 10 1982
ROAD DESIGN SECTION

Since our meeting of two weeks ago regarding the stage construction plan for the subject project, I have made a more detailed investigation of the temporary signing in the field. I feel that it is only necessary for flashers on the advance signs on 82nd Ave. NB and SB; and WB on Halsey, because of apparent ADT, road geometry and space available to install the signs.

I also reviewed Union Ave.-39th Ave. section and find the only place we used the large "Freeway Under Construction" signs was on Sandy Blvd. They weren't even required on the I-5 to Banfield connections, consequently we shouldn't use them on the 39th - 87th section.

It is still my feeling that we should eliminate the large signs, the sign illumination and most flashers.

The policy is obviously not as clear or consistant as stated to us in the meeting two weeks ago.

I feel we will have a large amount of vandalism to signs on the neighborhood streets in addition to comments we previously made. We can eliminate 13 of the large signs, 17 flashers and 26 lights for sign illumination which should be a saving of $50,000 plus to the project.

cc: Al Harwood
Bob Sandmann

REFERRED TO
2 WGH EML

7 [illegible] agree with all
6 [illegible]
11-15-82 EML

11-125-1307

Contains Recycled Materials

9574

I-84

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 29, 1982

File No: 29-1959 (410)

TO: GARY POTTER, Manager
Environmantal Section

FROM: ROBERT A. SANDMANN
Project Engineer

SUBJECT: Noise mitigation
Marcum Remainder
R/W File 51150
39th-87th Aves. Section

1 ✓
3 Anderson
Adams
2 ✓
Sullivan
Terpin

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1982
ROAD DESIGN SECTION

Do Not File
Return To
Action

Attached is correspondence from Tom Anderson, Metro Right-of-Way Agent, and Peter Richter, attorney for the Sisters of Providence.

As indicated in Richter's letter, the tentative proposed use of the Marcum remainder is for a memorial area, or a patients' and employees' outdoor recreation and care area.

I discussed this possibility with Tony George and he indicated that if the area was to be used in connection with outdoor activities, noise mitigation would be required.

Please confirm the need for noise mitigation and then notify the Bridge Design Section so they can prepare the plans for incorporation in the 39th-87th Avenue Section.

ebg

attachment

xc: Walt Hart
Hal Versteeg
Tom Anderson

Robt A. Sandmann

REFERRED TO
1 Mann
Watson
REM

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Sandmann
Project Coordinator

DATE: October 29, 1982

FROM: Tom Anderson Tom Anderson
Metro R/W Agent

SUBJECT: Sound Barrier on Marcum Remainder
File 51150
Willamette River to I-205
FAP IX-68(2)

BANFIELD TRANSITWAY
OFFICE
OCT 29 1982

As you are aware, the Highway Division and the Sisters of Providence are very close to reaching a negotiated settlement on the Marcum property located at 910 N. E. 47th Ave. next to the Banfield Freeway. You are also aware that the remaining impediment to an agreement focuses upon the Highway Division providing for noise mitigation along the proposed right of way line.

To satisfy the guidelines that the Environmental Unit sets forth for noise mitigation considerations, the Sisters of Providence has been requested to indicate in writing their proposed program for utilization of the Marcum remainder. This would allow the Highway Division to determine whether the area would qualify for mitigation features.

To this end, Peter C. Richter, attorney for Providence Hospital, has submitted a letter (a copy of which is attached), explaining the anticipated use(s) of the Marcum remainder. Although not specified in the letter, but by inference from earlier correspondence, the Hospital feels that these kinds of uses require no less consideration for noise mitigation than the other hospital areas being mitigated by existing project design.

Would you please take those steps required to determine whether the project will include a sound barrier across the northeastern property line of the Marcum remainder. Once that determination has been made, please notify me so that I can respond to Mr. Richter and his request for mitigation.

TA:jb

Attachment

MILLER, NASH, YERKE, WIENER & HAGER
ATTORNEYS AND COUNSELORS AT LAW
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-1266

TELEPHONE (503) 224-5858
CABLE ADDRESS "KINGMAR"
RAPIFAX (503) 241-3666
TELEX 364462
TELECOPIER (503) 224-0150

ROBERT S. MILLER
FRANK E. NASH
FREDRIC A. YERKE
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DAVID W. NORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON
G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN, JR.
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS

OF COUNSEL
GRANT T. ANDERSON

DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DeMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
EVERETT R. MORELAND
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS
BRIAN B. DOHERTY
KEVIN D. PADRICK
JEFFREY J. DRUCKMAN
JANETTE M. AALBREGTSE
CHARLES BRICKEN
JEFFREY C. THEDE
RANDEE G. FENNER
JOHN F. PURCELL
RECE BLY
DAVID W. BROWN
WORTH D. MacMURRAY
JEFFREY B. MILLNER
P. CONOVER MICKIEWICZ
JONATHON L. GOODLING
JOHN L. BARLOW
DAVID W. HERCHER
LOUIS G. HENRY
VALERIE VETTERICK
JANET C. HANSON

October 22, 1982

Mr. Thomas M. Anderson
Right-of-Way Agent
Highway Division
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

RECEIVED
OCT 25 1982
Metro R/W Dept.

Subject: Sisters of Providence in Oregon--
Banfield Condemnation, Files 51150
and 51151

Dear Mr. Anderson:

This will acknowledge receipt of two letters in the subject matters dated October 5, 1982, directed to our client, Sisters of Providence in Oregon, doing business as Providence Medical Center ("Sisters of Providence"). As I informed you by telephone, our client rejects the formal offers of the Highway Division of the Oregon Department of Transportation ("ODOT") contained in such letters.

However, as to file 51150, the Marcum parcel, Sisters of Providence, in the spirit of compromise and settlement, is willing to settle this parcel on the basis set forth in my letter to you dated July 16, 1982, with the exception that ODOT pay to Sisters of Providence $495,000. Copy of my July 16, 1982, letter is attached for your ready reference.

As you may know, Sisters of Providence has a detailed 10-year plan for future expansion of its Medical and Child Center facilities. This plan assumes the availability for expansion of land now being taken by ODOT. As a result of the proposed taking, the 10-year plan will need to be substantially revised to best make use of all remaining property.

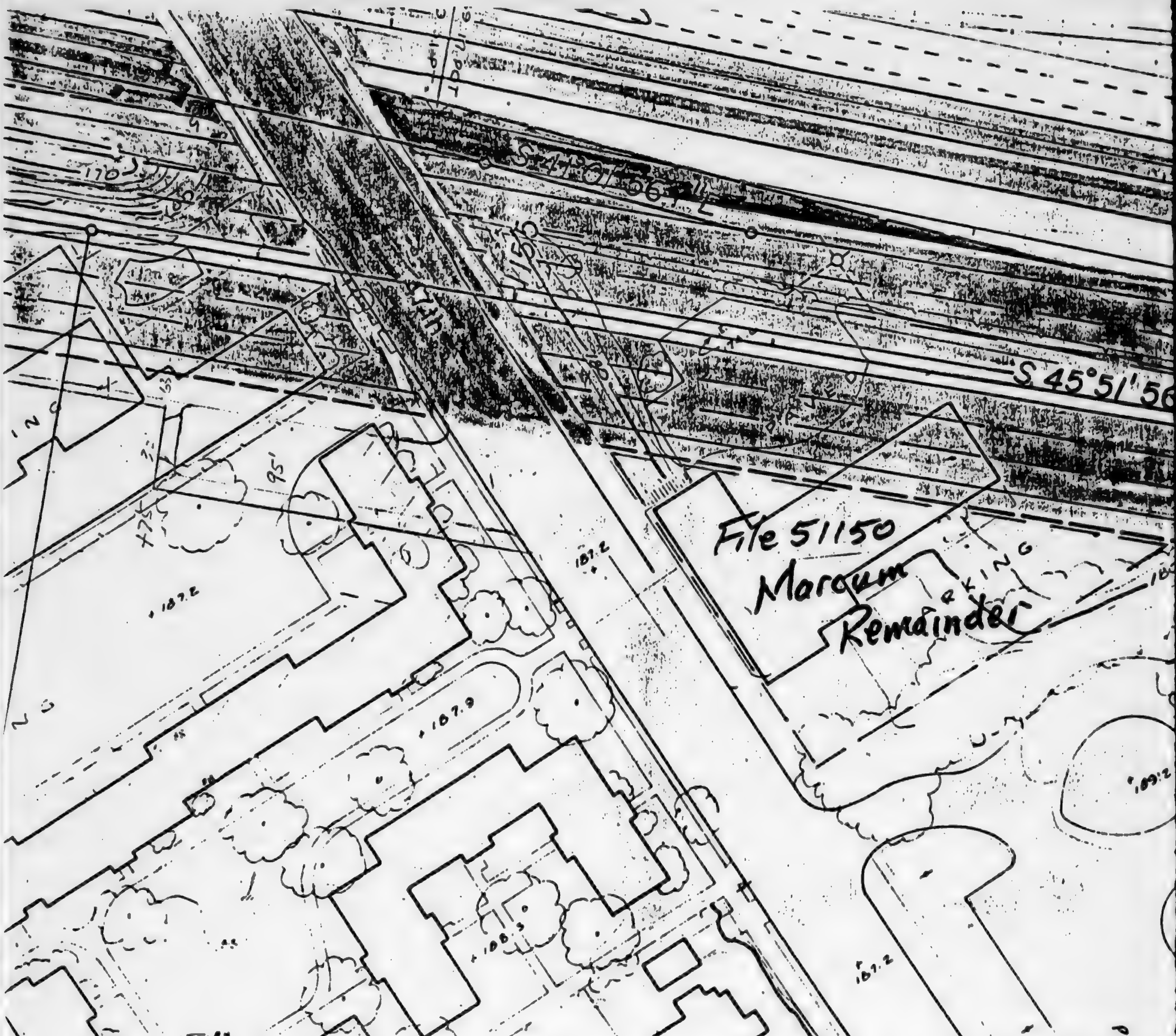
The Providence Medical Center and Child Center are bounded on all sides by a freeway, major city streets or residential property. As a result, Sisters of Providence is very limited in expanding its facilities to meet future needs. This inability to expand is compounded by ODOT's proposed taking. Therefore, Sisters of Providence will need to carefully examine property remaining after the taking to determine how to make the best use of such property.

In connection with an examination of its future needs and potential use of remaining property, Sisters of Providence has analyzed how to use that portion of the Marcum parcel reverting to it after construction of the Banfield expansion. Tentative proposed uses of this property are for a memorial area to replace the Child Center grotto being taken by ODOT or a patients' and employees' outdoor recreation and care area to be used by the Medical Center patients and staff.

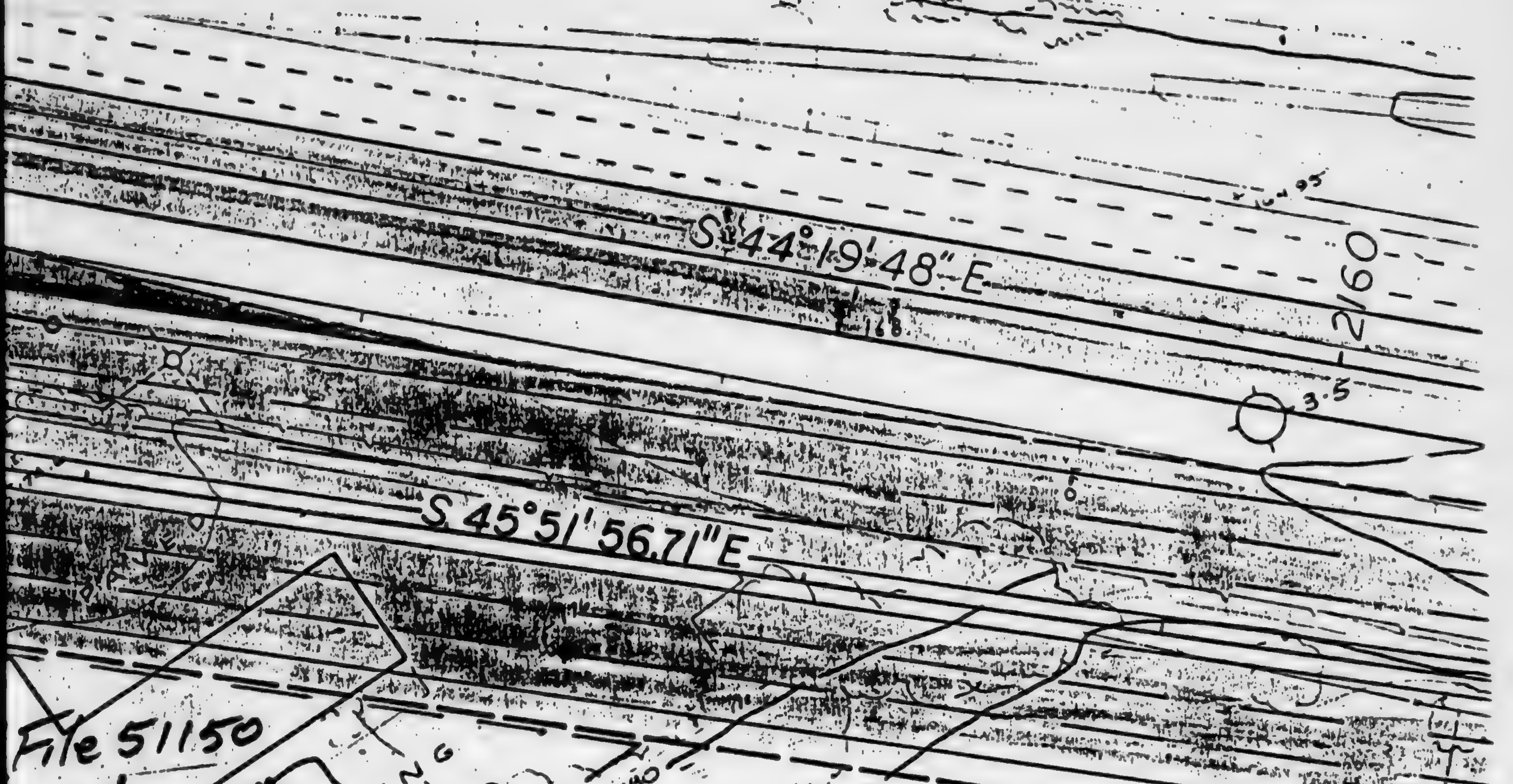
Needless to say, these plans are preliminary; but in view of the limited space available to Sisters of Providence, it is anticipated some use will be made of the remaining portion of the Marcum parcel which will result in occupancy by patients, staff or both.

If I can provide any further information or if you have any questions, please let me know.

Very truly yours,


S 45°51'56
S 41°07'56"
170
95'
187.2
187.9
188.5
189.2

File 51150
Marcum
Remainder


S 44°19'48" E
2160
3.5
S 45°51'56.71" E
180
190
191.6
189.2
187.2
KING
PAVED
PAV

File 51150
Marcum
Remainder

9594

b

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)
NE 60th Ave. U'Xing Br. #7028A
Banfield Freeway

Date: October 26, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attn: Mr. W. J. Hart, Bridge Engineer

We have reviewed your preliminary plan submittal of June 11, 1982 for the 60th Avenue Undercrossing. We find your proposal acceptable and recommend that you proceed with final design.

Please note footing condition at bent 6 could be critical in view of the shallow concrete conduit. specifications and plans should have specific requirements to protect the integrity of both elements during and after construction.

We note that footing sections have been projected for bents 5, 6 and 7 on test holes that are considerably removed from the actual work. It would certainly be desireable to have additional information or did you rely on as-constructed plans of the old structure?

For
Dale E. Wilken

RECEIVED
STATE HWY ENGR
OCT 27 '82
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

9594

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Highway Engineer
J. H. Versteeg, Road Design Engineer
Gary A. Potter, Manager, Environmental Section

DATE: October 14 19, 1982

FROM: Tim H. Thex
Tim H. Thex, Coordinating Engineer
Environmental Section

SUBJECT:

Noise Mitigation Recommendations
39th - 44th Avenue (South) Second Addendum
Banfield Transitway
Columbia River Highway
Multnomah County

This memo and attached report are in response to a request from Bob Sandmann to analyze the acoustical effect of removing the Friedman Bag Company building. The Friedman Bag Company is located south of the Banfield Freeway, between 44th and 47th Avenues. Rather than introduce a new study area, we have prepared this report as an addendum to the 39th - 44th (South) Final Noise Study Report, because any decision on noise mitigation will affect the transition section of that sound wall.

The attached report recommends a sound wall 595 feet in length. The estimated cost is $165,000. This wall will only be necessary if the Friedman Bag Company Building is removed. Bob Sandman wants to have a firm decision on mitigation at this time, even if it means planning a sound wall and later deleting it from the plans if the building remains.

The attached cost summary provides information on all noise mitigation to date. An extension to the Providence Hospital sound wall (47th - 49th Ave.) is still being considered, pending the results of right-of-way negotiations with Providence Hospital.

Your approval of this mitigation measure, contingent upon removal of the Friedman Bag Company building, is requested.

THT:dm

Attachment

cc: Bob Sandmann w/attach

1 Versteeg ✓
Anderson
Adam
2 [illegible]
Sullivan
Turpin

RECEIVED
OCT 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Action

Please review; costs are excessive?

Hal — Costs appear OK, but bldg may remain — or a ~~new~~ bldg will probably go in, in its place. The west ly 350'± may not be needed. The sidewalk should be built on the side away from the freeway.

10/19/82

SUMMARY
BANFIELD TRANSITWAY
COSTS OF APPROVED NOISE MITIGATION
(For 39th-44th Ave. (South) Second Addendum Letter)

Section	Total Cost	Consultant Design Estimated Cost	Difference
21st - 23rd	$ 55,000	$ 64,000	-$ 9,000
23rd - 24th	$ 51,000	$ 70,000	-$ 19,000
37th - 39th	$ 98,000	$ 104,000	
39th - 43rd	$ 375,000	$ 336,000	+$ 39,000
Bethlehem Lutheran Church	$ 5,500	-0-	+$ 5,500
47th - 49th	$ 120,000	$ 141,000	-$ 21,000
49th - 53rd	$ 150,000	$ 231,000	-$ 81,600
53rd - 59th	$ 270,000	$ 218,000	+$ 52,000
72nd - 74th	$ 170,000	$ 134,000	+$ 36,000
74th - 78th	$ 245,000	$ 252,000	-$ 7,000
60th - 65th	$ 520,000	$ 310,000	+$210,000
181st Ave. Park and Ride	$ 25,000	$ 498,000*	-$473,000
68th - 74th (North)	$ 250,000	$ 402,000	-$152,000
65th - 67th (North)	$ 180,000	$ 248,000	-$ 63,000
Gateway Park and Ride	$ 40,000	$ 60,000**	-$ 20,000
(39th - 44th Addendum)	$ 165,000	$ -0-	+$165,000
TOTAL	$2,719,000	$3,064,600	-$345,000

NOTE: A (-) in the difference column indicates that total cost is under the consultant prediction, and a (+) in the difference column indicates that total cost is over the consultant prediction.

*Includes cost of mitigation proposed by consultant for three park and ride lots which are no longer proposed as part of the project.

**Cost was originally estimated to be included in I-205 project.

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT
(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

SECOND ADDENDUM
39th-44th Avenue (South) Section Wall Extension
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Gerald Morrison, Acoustical Specialist
October, 1982

SECOND ADDENDUM
39th-44th Avenues (South) Section Wall Extension
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

SUMMARY

This second addendum was prepared as a supplement to the 39th - 44th Avenues (South) Final Noise Study Report for the subject project. The Friedman Bag Company property, which is located south of the Banfield Freeway between 44th and 47th Avenues, has been bought in total and the existing Friedman Bag Company building is scheduled to be removed. This building presently provides shielding to the 44th - 47th Avenue neighborhood. Removal of the building will increase neighborhood noise levels 7 to 19 dBA, and will result in 52 apartment units, located in four multi-family residences, in excess of the FHWA interior design noise level.

A stepped sound wall, 695 feet in length and averaging 11.5 feet in height, is recommended for construction in this section. The wall would reduce noise levels at the affected residences by 1-8 dBA. The FHWA interior design noise level would be achieved at 22 of the 52 affected apartment units. Estimated cost of the wall is $165,000 with a cost per dwelling unit of $2,845 and a cost per dBA per dwelling unit of $743.

INTRODUCTION

This supplemental noise analysis has been prepared to document the effect that removing the Friedman Bag Company building would have on surrounding properties. The Banfield Transitway Acoustics Technical Report assumed that the existing building would remain in place, thereby shielding all noise sensitive receptors in this area. Right-of-way negotiations have now been completed on the Friedman Bag Company building, the total property has been purchased, and the existing building is scheduled to be removed. This analysis assesses the effect that the removal of the building will have on surrounding homes and apartments, documents why noise mitigation is needed, and details recommended noise mitigation.

ACTIVITIES OR LAND USES ADJACENT TO PROJECT

The study area is composed of the area between 44th and 47th Avenues, bordered by the Banfield Freeway on the north and Oregon Street on the south. The area is zoned for light manufacturing but also allows for apartments and residences, according to the comprehensive plan. Land use includes the Friedman Bag Company, multi-family, and single family dwellings (see Figure 2). The alignment of the freeway would be shifted southward up to 70 feet in this section to allow for the new light rail system. In addition to the Friedman Bag Company it is estimated that eleven apartment units of Providence Park and four units of Nagels Colonial Garden Apartments will also be removed due to project widening.

EXISTING NOISE LEVELS

Four site locations were chosen at which to take noise measurements (see Figure 2). Measurements were made to determine the existing noise levels. Measurement site #4 was selected to check the ambient noise level along 44th

Avenue. Site #3 was selected to check the existing noise level at the Providence Park Apartments. Sites 1 and 2 were selected to check the existing noise level at the Nagels Colonial Gardens Apartments. The noise measurements are summarized in Table 2.

TRAFFIC NOISE ANALYSIS

The removal of the Friedman Bag Company will introduce new noise into the neighborhood, exposing Providence Park and Nagels Colonial Garden Apartments to much higher traffic noise levels. Housing along N.E. 44th Avenue will experience higher noise levels as well. The removal of the Providence Park Apartments due to project widening (see Figure 2) also contributes to higher noise for the remaining noise receptors.

The project widening will result in noise level increases of up to 19 dBA. A comparison of measured noise levels versus predicted noise levels at specific measurement sites is shown in Table 2.

Future 1990 traffic noise levels exceed the Leq 52 dBA (interior) design noise level at 26 units of the Providence Park Apartments (structures 1 and 2) at 26 units of Nagels Colonial Garden Apartments (structures 3 and 4). These apartment structures are two-story with living units on both the first and second floors. Predicted noise levels were computed at the exteriors of each living unit and are illustrated in Figure 3.

TRAFFIC NOISE MITIGATION

Noise level reductions were sought for the affected residences through the use of sound barriers. Earth berms were found to be infeasible because of the physical setting and lack of right-of-way adjacent to the apartments. A berm would also require too much of the Friedman Bag Co. property, which the highway division plans to resell. Sound walls are preferred to earth berms in this section in order to preserve the continuity between the proposed walls located on adjacent roadway sections.

Concrete walls would be the most feasible type of sound wall for this project. Comparable cost walls can be constructed with either concrete block, precast concrete, or cast-in-place concrete.

A sound wall was first investigated as a connecting extension to the 39th to 44th Avenue (south) noise wall. This wall could be constructed atop the proposed retaining wall. However, it was determined that the construction of a 10 to 20 foot vertical extension of the planned 28 foot high retaining wall would not be practical.*

A better alternative for a noise wall in this area would be to construct a standard concrete freestanding noise wall at the edge of the planned concrete sidewalk, approximately eight feet behind the retaining wall (see Figure 5). Approximately three to five feet of right-of-way or an easement would be required outside the sidewalk in order to construct the wall, depending upon the design of the wall footing.

Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. The sound wall designs analyzed were stepped sound walls because of the sloping topography. Based on this analysis, the most practical wall was selected and considered for construction in the project section. Table

---

* Bridge Design Section, as per A. D. Olsen memo to Environmental Section, 9-24-82.

4, "Sound Barrier Cost Evaluation," shows the three wall designs analyzed. The table gives the noise characteristics, the construction costs, and the calculated cost effectiveness. Cost estimates are based on constructing a 695-foot long noise wall to the proposed top of barrier elevations and include a 30-foot transition section on the east end. Costs do not include additional right-of-way or easement as it has not been determined how the Friedman Bag Company property will be handled.

RECOMMENDED NOISE ABATEMENT

The concrete sound wall recommended for construction in this project section is the lowest average height stepped sound wall design in Table 4. The recommended location for the sound wall is at the edge of the planned sidewalk, approximately eight feet behind the proposed retaining wall. The additional heights of the other wall designs do not bring about a perceivable reduction in noise levels. In addition, the higher wall heights still do not achieve the design noise level or break the line of sight between traffic and upper east end apartment units.

The estimated cost of the 11.5 foot average height barrier is $165,000 with a cost per dwelling unit of $2,845 and a cost per dBA reduction per dwelling unit of $743. This wall could replace two short retaining walls that would most likely be needed to support the apartment parking areas. The costs of construction are judged to be outweighed by the long term benefits of noise reduction and privacy. Benefits would include a 1-8 dBA reduction in traffic generated noise levels, an additional 22 apartment units achieving the design noise level, and replacement of the privacy from the freeway that would be lost when the Friedman building is removed. The recommended wall would not connect but would instead be at a slight offset to the 39th - 44th (south) noise wall, because of the recommended wall's location behind the sidewalk (see Figure 3). The recommended sound wall sould begin full height at station 1147+75 Rt., and thus overlap the 39th - 44th Avenue (south) wall by 25 feet in order to minimize noise leakage between the adjacent wall sections.

TABLE 1

Banfield Transitway Noise Study
39th - 44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICIONS

Road Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (39-47th)	1990	6080	570	51
47th Avenue	1990	1050	56	31

TABLE 2

NOISE MEASUREMENT DATA AND PREDICTED NOISE LEVEL INCREASE

Banfield Transitway Noise Study
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County

Site	Date	Time	Measured Noise Level (Leq dBA)	Predicted Noise Noise Level Leq dBA (1990)	Noise Level Increase
1	8-5-82	11:20 a.m.	45	64	19 dBA
2	9-15-82	10:10 a.m.	54	71	17 dBA
3	9-15-82	10:40 a.m.	60	67	7 dBA
4	9-15-82	2:15 p.m.	61	78	17 dBA

TABLE 3

Banfield Transitway Noise Study
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS

Station	Elevation
1147+75	$177^{\underline{0}}$
1149+00 (Stepped Section-Abrupt)	$177^{\underline{0}}/180^{\underline{0}}$
1150+50 (Stepped Section-Abrupt)	$180^{\underline{0}}/184^{\underline{0}}$
1151+00 (Stepped Section-Abrupt)	$184^{\underline{0}}/188^{\underline{0}}$
1151+50 (Stepped Section-Abrupt)	$188^{\underline{0}}/192^{\underline{0}}$
1152+00 (Stepped Section-Abrupt)	$192^{\underline{0}}/196^{\underline{0}}$
1154+40 (Begin Transition Section)	$196^{\underline{0}}$
1154+30 (Tie into 47th Avenue Structure as appropriate)	$187^{\underline{2}}$

TABLE 4

Banfield Transitway Noise Study
39th - 44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County

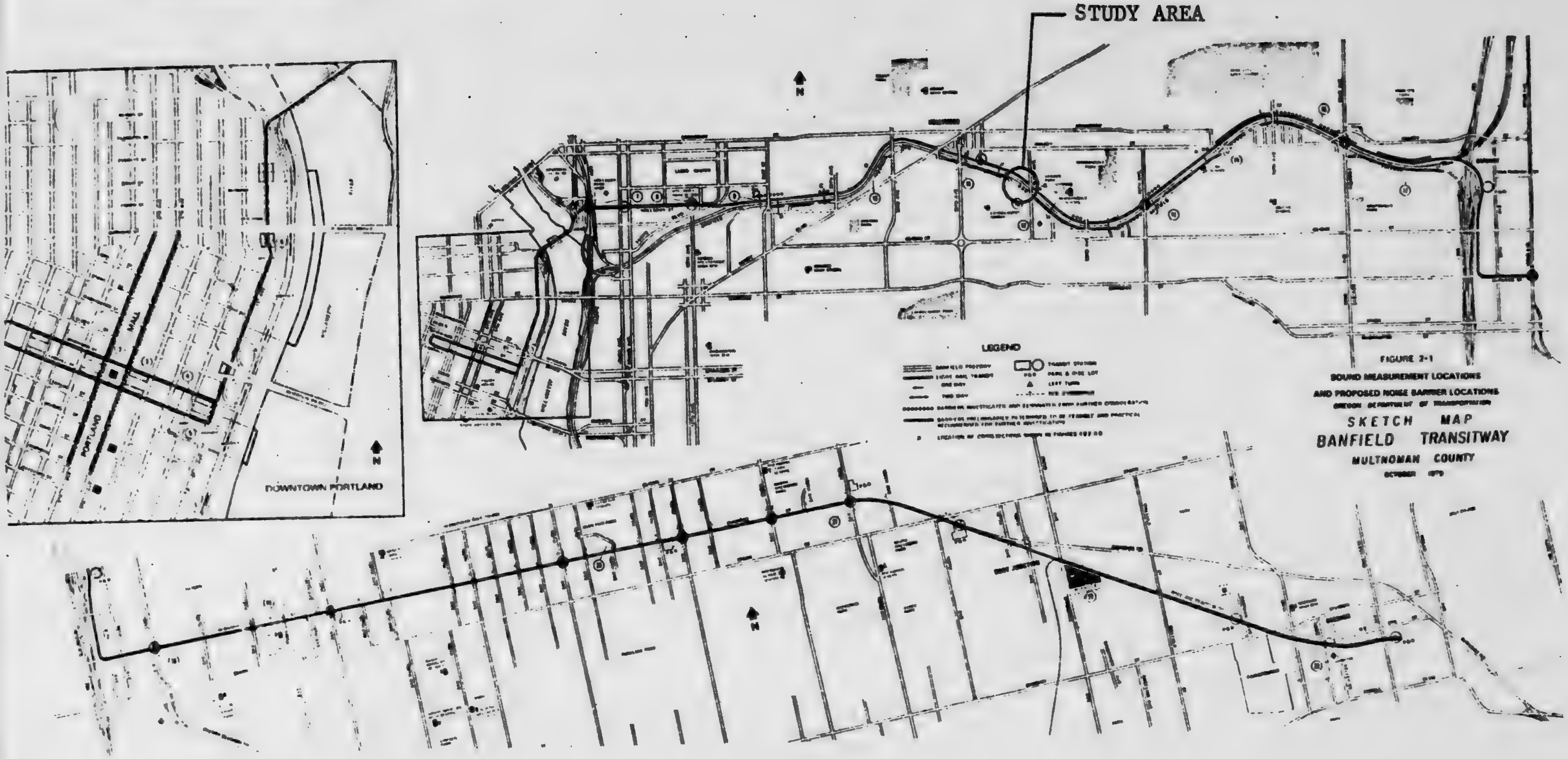
SOUND BARRIER COST EVALUATION

Wall Type	Barrier Location	Average Height	Length	Leq dBA No Wall	Leq dBA No Wall	Reduction	Barrier Cost	Cost per Dwelling Unit	Cost Per dBA Reduction per Dwelling Unit	Recommended
Concrete Freestanding Barrier	1147+75-1154+70 Rt.*	11.5'	695'	59-80	58-77	0-8	$165,000	$2,845	$743	Yes
		12.5'	695'	59-80	58-76	0-9	$190,000	$3,276	$731	No
		13.5'	695'	59-80	58-73	0-11	$205,000	$3,534	$730	No

*Includes a 30-foot transition section on the east end.

FIGURE I
PROJECT LOCATION

Banfield Transitway Noise Study
Second Addendum
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County


STUDY AREA
LEGEND
BANFIELD FREEWAY
LIGHT RAIL TRANSIT
ONE WAY
TWO WAY
TRANSIT STATION
PARK & RIDE LOT
LEFT TURN
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
N
MALL
PORTLAND
DOWNTOWN PORTLAND

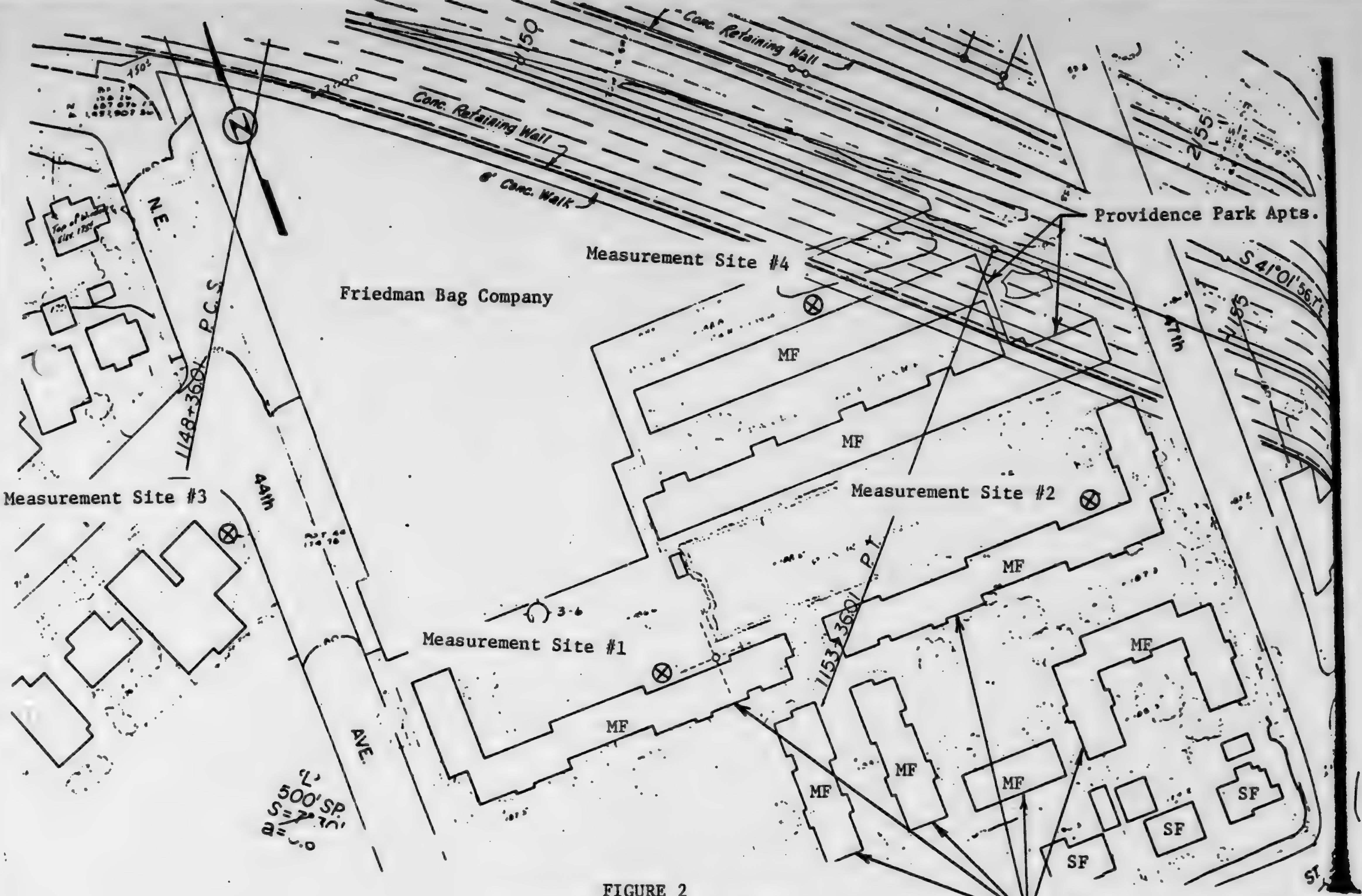

Conc. Retaining Wall
150
Conc. Retaining Wall
6' Conc. Walk
N.E.
P.C.S.
1148+360
Friedman Bag Company
Measurement Site #4
Providence Park Apts.
S 41°01'56"E
47th
MF
MF
Measurement Site #3
44th
Measurement Site #2
P.T.
Measurement Site #1
1153+360
MF
MF
MF
MF
MF
MF
SF
SF
SF
AVE.
'L'
500' SP.
ST.
Nagel Colonial Garden Apts.

FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA

Banfield Transitway Noise Study
Second Addendum
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County

FIGURE 3

PREDICTED NOISE LEVELS AND ATTENUATION

Apartment Structure One

Unit	Predicted Noise Level No Wall	Predicted Noise Level w/11.5' wall	Reduction
1	72	68	6
2	73	68	5
3	73	66	7
4	74	68	6
5	74	67	7
6	75	70	5
7	74	67	7
8	75	70	5
9	77	69	8
10	78	74	4
11	79	70	9
12	80	77	3

Apartment Structure Two

Unit	Predicted Noise Level No Wall	Predicted Noise Level w/11.5' wall	Reduction
1	68	63	5
2	69	65	4
3	60	58	2
4	62	61	1
5	60	58	2
6	62	61	1
7	64	59	5
8	66	62	4
9	64	59	5
10	66	62	4
11	69	63	6
12	71	67	4
13	73	67	6
14	75	72	3
15	77	70	7
16	79	77	2

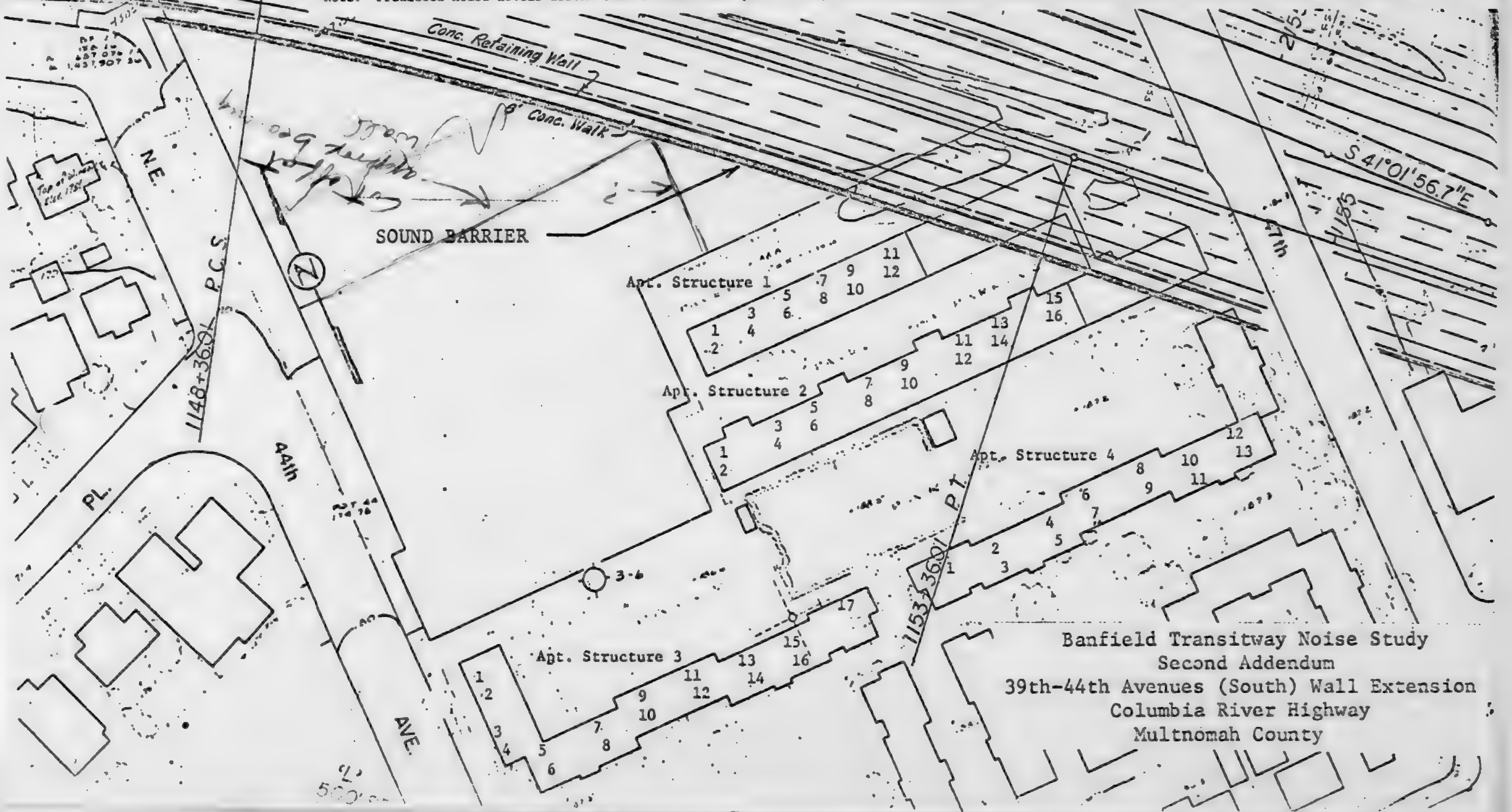
[illegible]

Unit	Predicted Noise Level No Wall	Predicted Noise Level w/11.5' wall	Reduction
1	66	61	5
2	66	62	4
3	64	59	5
4	64	60	4
5	64	59	5
6	64	60	4
7	64	59	5
8	64	60	4
9	65	61	4
10	65	61	4
11	65	61	4
12	65	61	4
13	64	61	3
14	64	61	3
15	62	60	2
16	63	61	2
17	59	58	1

[illegible]

Unit	Predicted No Wall	Noise Level w/11.5' wall	Reduction
1	59	58	1
2	60	59	1
3	61	60	1
4	62	61	1
5	66	62	4
6	64	62	2
7	69	64	5
8	64	62	2
9	69	64	5
10	68	67	1
11	71	69	2
12	71	70	1
13	72	72	-

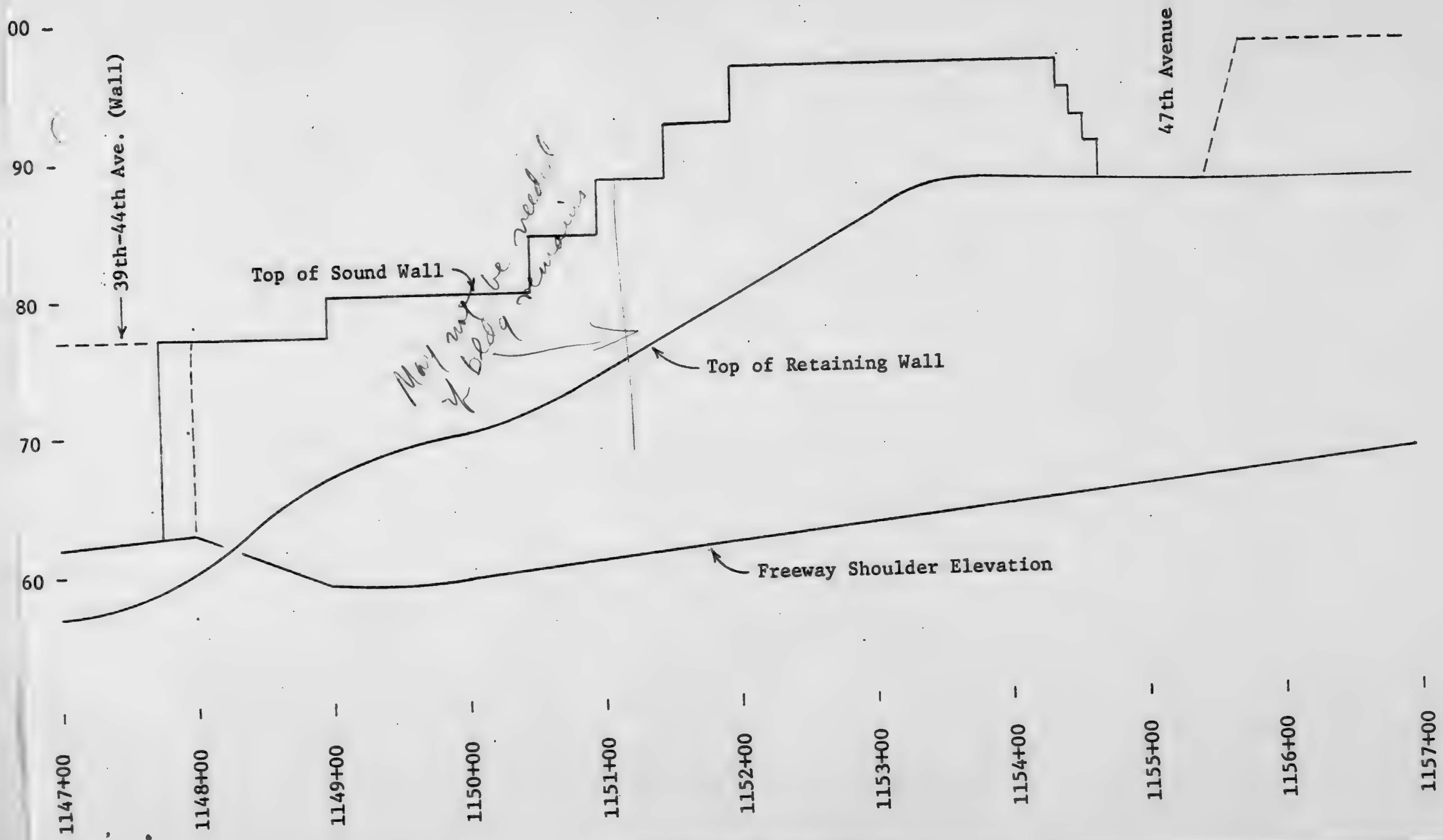
*Note: Predicted noise levels assume that a sound wall (Elev. 197±) will be constructed easterly from 47th Avenue adjacent to Providence Child Center.


Conc. Retaining Wall
8' Conc. Walk
SOUND BARRIER
S 41°01'56.7"E
47th
1155
N.E.
PL.
44th
AVE.
1148+36.01 P.C.S.
1153+36.01 P.T.
Apt. Structure 1
Apt. Structure 2
Apt. Structure 3
Apt. Structure 4
3-6

Banfield Transitway Noise Study
Second Addendum
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED SOUND WALL PROFILE

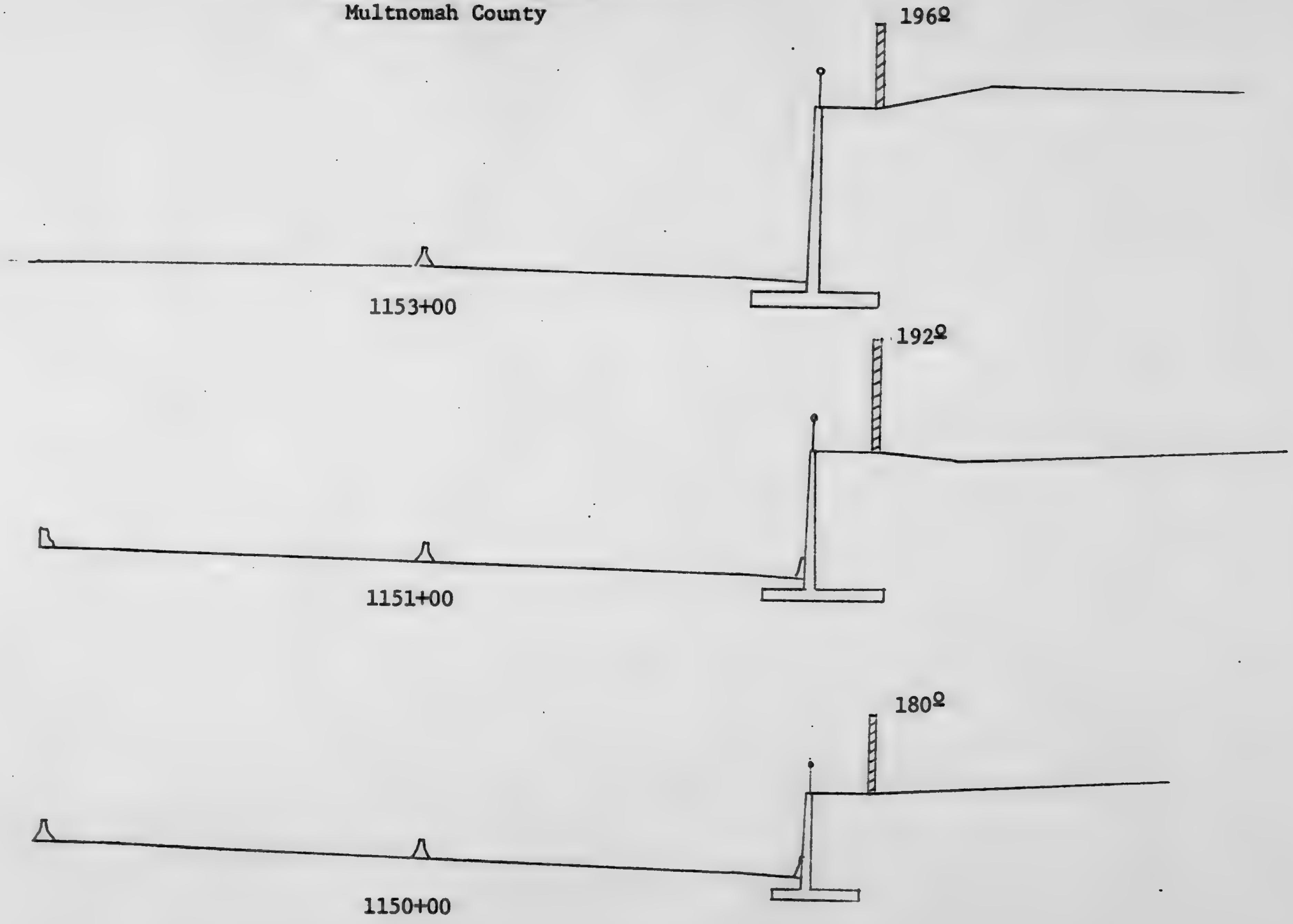
Banfield Transitway Noise Study
Second Addendum
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County



May not be needed if bldg remains

FIGURE 5
RECOMMENDED SOUND WALL
SELECTED CROSS SECTIONS

Banfield Transitway Noise Study
Second Addendum
39th-44th Avenues (South) Wall Extension
Columbia River Highway
Multnomah County


196º
1153+00
192º
1151+00
180º
1150+00

I-84

-/

ROAD DESIGN SECTION DES 16

W. J. Hart
Bridge Engineer

October 5, 1982

D. R. Adams, P.E.
Final Design Engineer

~~NE 39th Ave - NE 87th Ave. Section~~
Columbia River Highway
Multnomah County

✓ Verstoeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 6 1982
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up
Action

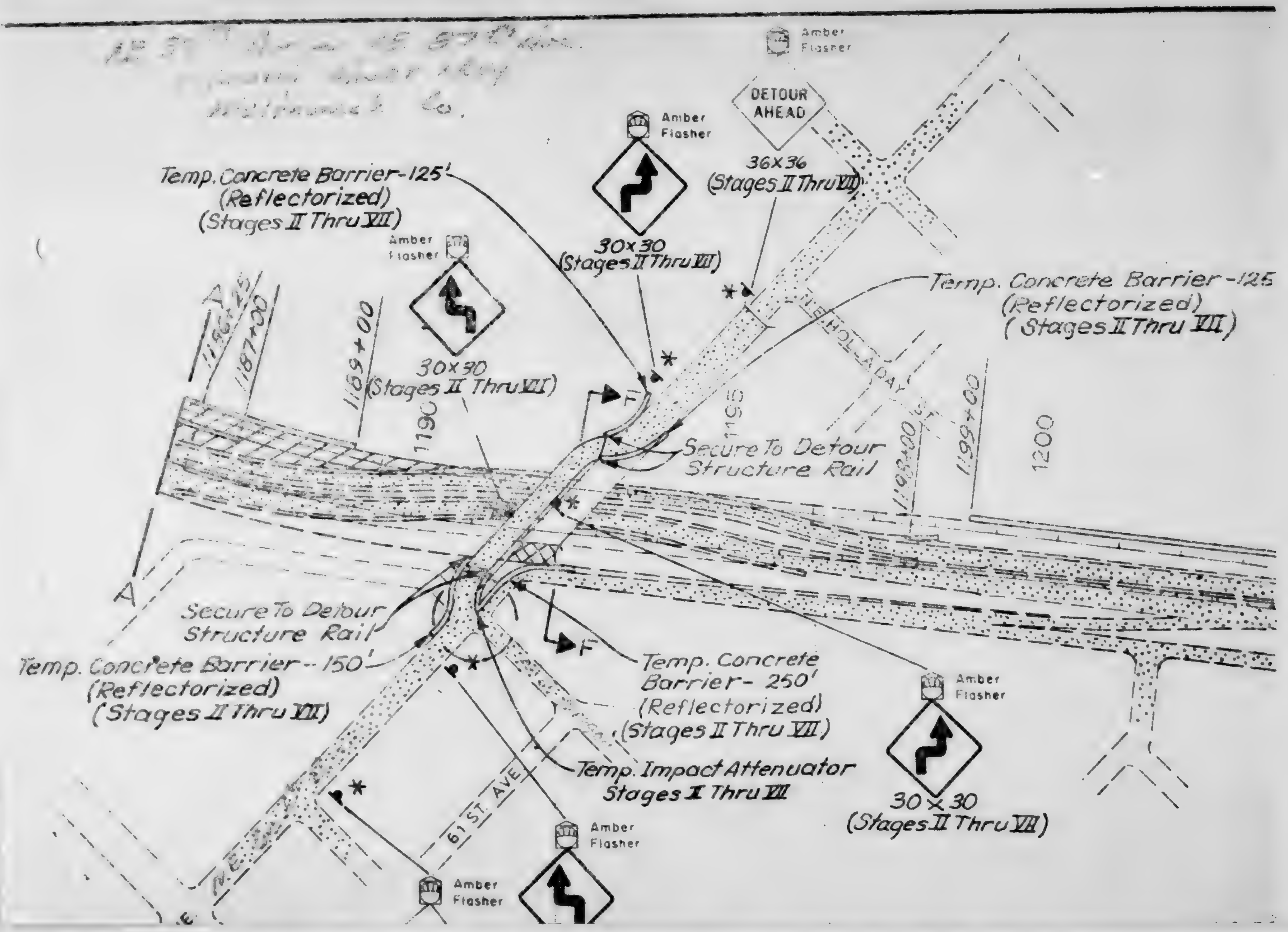
Would you have your people design a temporary impact attenuator to be placed at the south end of the detour on NE 60th Ave. Attached is a sketch showing the desired location.

Contact Bill Beard for any other information that you might need regarding the design of the attenuator.

NEM:rw

Attachment

cc: Robert Sandmann
N. E. Mann
Bill Beard


Multnomah Co.
Amber Flasher
DETOUR AHEAD
36X36
(Stages II Thru VII)
Amber Flasher
30X30
(Stages II Thru VII)
Temp. Concrete Barrier-125'
(Reflectorized)
(Stages II Thru VII)
Amber Flasher
30X30
(Stages II Thru VII)
Temp. Concrete Barrier-125
(Reflectorized)
(Stages II Thru VII)
A
1196+25
1187+00
1189+00
1190
1195
N.E. HOLLADAY ST.
1198+00
1199+00
1200
F
Secure To Detour Structure Rail
Secure To Detour Structure Rail
F
A
Temp. Concrete Barrier-150'
(Reflectorized)
(Stages II Thru VII)
Temp. Concrete Barrier-250'
(Reflectorized)
(Stages II Thru VII)
Temp. Impact Attenuator
Stages I Thru VII
Amber Flasher
30X30
(Stages II Thru VII)
61 ST. AVE
N.E. 62ND
Amber Flasher
Amber Flasher

1574

N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Jerry Morrison, Acoustical Specialist
Environmental Section

DATE: September 24, 1982

Roger Moore for
FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Noise Barrier Cost Estimates
39th-44th Ave. (South) Wall Ext.
Banfield Transitway
Columbia River Highway
Multnomah County

The Bridge Design Section has investigated the feasibility of constructing the proposed noise wall and have determined that a 10 to 20-foot extension to a planned retaining wall that is designed up to 28 feet in height would not be practical.

The most feasible alternative for a noise wall in this area would be to construct a standard concrete freestanding noise wall at the edge of the planned concrete sidewalk or approximately eight feet behind the retaining wall.

Bridge has also indicated that the existing building on the Friedman Bag Company property may be sold to a private party and may not be removed. This would eliminate the need for a noise wall in this area.

Approximately three to five feet of right-of-way or an easement would be required outside the sidewalk in order to construct the wall, depending on the design of the wall footing.

The proposed wall would not be a connecting extension to the 39th to 44th Avenue (South) noise wall because of its location behind the sidewalk. The proposed noise wall begins full height at station 1147+75 Rt. in order to obtain as much noise attenuation as possible between this wall and the 39th to 44th Avenue (South) noise wall.

Cost estimates are based on constructing a 695-foot long noise wall to the proposed top of barrier elevations and include a 30-foot transition section on the east end. Costs do not include additional right-of-way or easement as it has not been determined how the Friedman Bag Company property will be handled.

Estimated Noise Wall Costs

Wall	Average Height	Cost Per Lineal Foot	Total Cost
Low	11.5'	$237	$165,000
Medium	12.5'	$273	$190,000
High	13.5'	$295	$205,000

There would be no apparent adverse impact to the road design by constructing this noise wall.

RM:rw

81-125-1387

Contains Recycled Materials

9574

I-84

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MILWAUKIE 2B

September 20, 1982

FILE:

M. D. Payne

FROM: M. D. PAYNE
District Maintenance Supr.

SUBJECT: 39th - 87th Banfield Project

TO: DON ADAMS
Final Design Engr.

I talked to Norm Cuno and Norm Mann today about using a double inlet in the locations where the G-2 modified inlets are planned. The added inlet would serve as a sand trap to prevent sand and debris from going directly into the storm drain. I am in agreement with this concept.

We also talked about calling for basins at the bottom of the standard inlets. I request that basins be provided on the 39th - 87th project and the Union Avenue - 39th project.

Called & told Payne to discuss with Barinhart about getting basins in this area. as Project is under constn.
NEM

MDP:in

?

1 Versteeg ✓
Anderson
✓ Adams
Olsen
Sullivan
Terpin
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ROAD DESIGN
SECTION

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Action

Proceed
A.

REFERRED TO
Beard
Cole
Erikson
Hogar
Stoudenmeyer
Mann NEM
Watson
Dorn
Lou
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Al,
This is to include the inlets along the Banfield Thru the S. Banfield Intchg Project. NEM

15941

I-84

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg, Road Design Engineer

DATE: September 13, 1982

FROM: Gerald Morrison
Gerald Morrison, Acoustical Specialist
Environmental Section

1 Versteeg ✓
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Adams
2 Olson
Sullivan
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SEP 14 1982
ROAD DESIGN SECTION

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SUBJECT: Noise Barrier Cost Estimates
39th - 44th Avenues (South) - Wall Extension
~~Banfield Transitway~~
Columbia River Highway
Multnomah County

Please estimate costs and evaluate the engineering feasibility for the sound wall listed in the table below. This wall will be an extension of the 39th - 44th Avenue (South) sound wall and should be designed to tie into the 47th Avenue structure on the east end. This wall is being investigated because the Friedman Bag Company property has been purchased, and the existing building is to be removed. The barrier is proposed as a vertical extension of the planned retaining wall. The location and a profile of the sound wall is attached. The top of barrier elevation alternatives are shown for each section of the stepped sound wall, and costs are sought for each height.

Sound Wall Stationing*	Length	Height	Top of Barrier Elevations(see profile)
1148+00-1149+00 Rt.	100'	10-15'	177º
1149+00-1150+00 Rt.	150'	8-14'	180º; 181º
1150+50-1151+00 Rt.	50'	10-16'	184º; 185º; 187º
1151+00-1151+50 Rt.	50'	11-16'	188º; 189º; 190º
1151+50-1152+00 Rt.	50'	12-18'	192º; 193º; 195º
1152+00-1154+40 Rt.	240'	8-20'	196º; 198º; 200º
	640'		

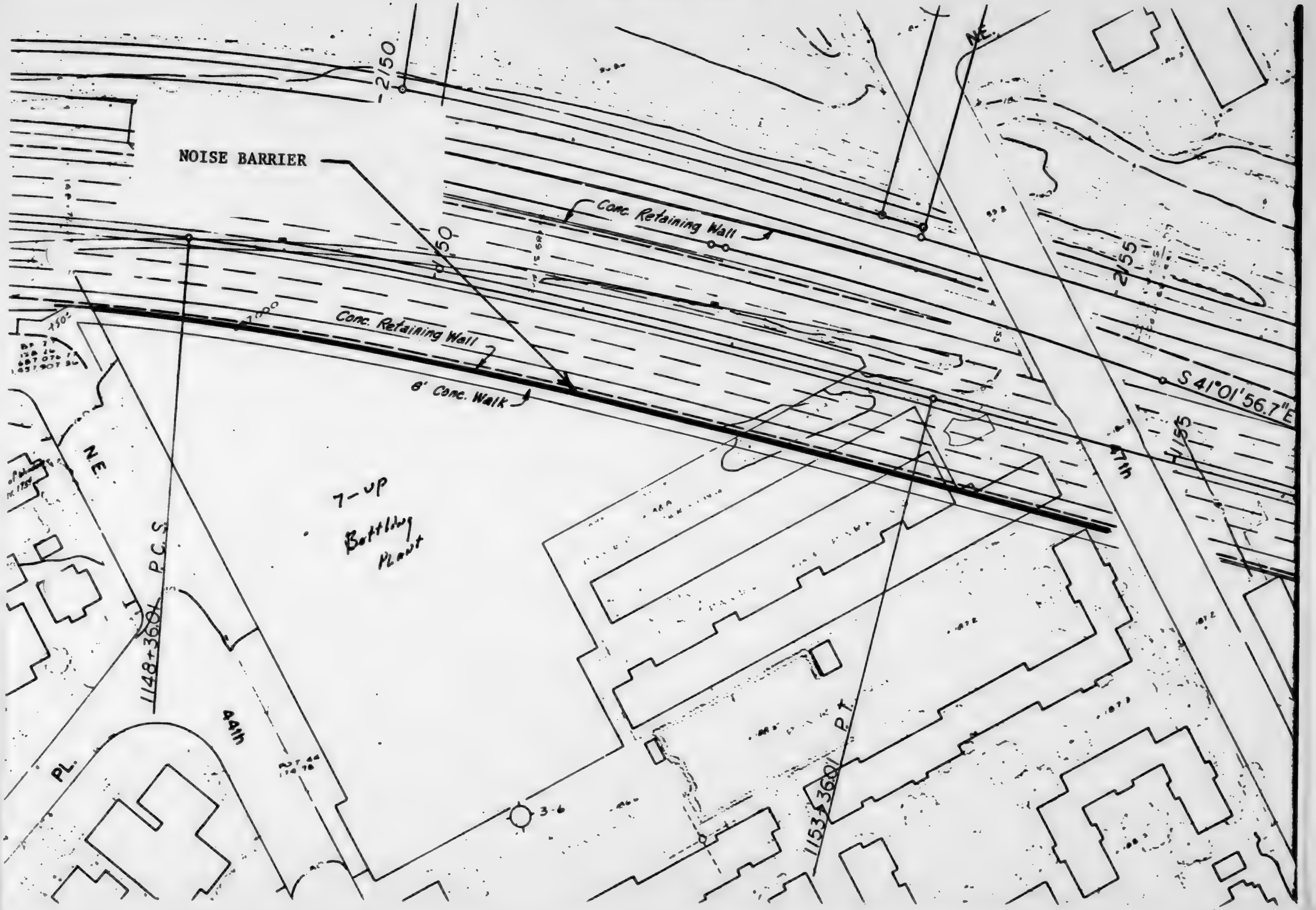
There are additional maps, photographs, and cross sections in the Environmental Section.

GM:dm

Attachments

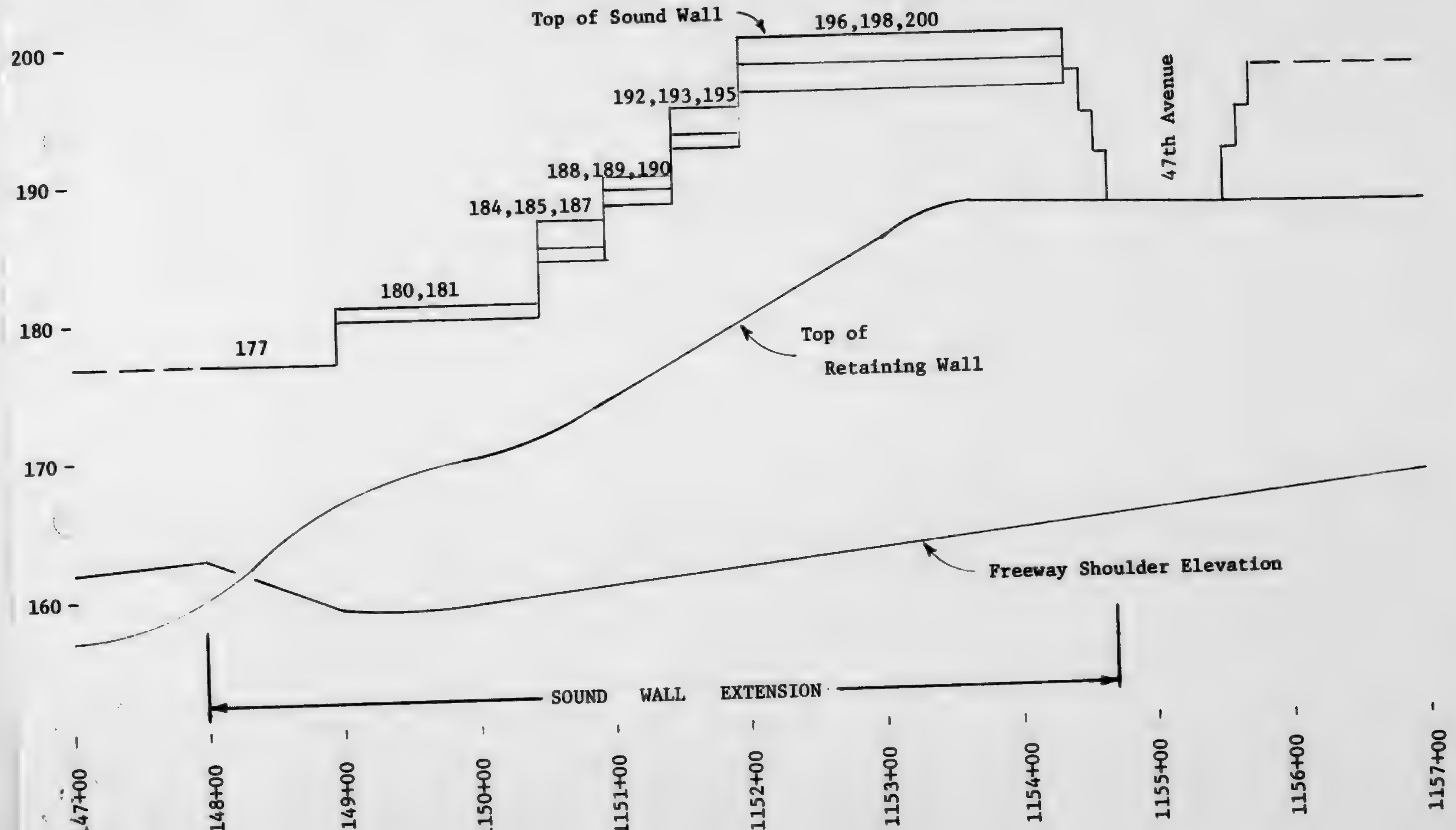
*Stationing does not include transition section on east end, which would vary depending on which height alternative is chosen.

39th-44th Avenues (south)
Sound Wall Extension
Columbia River Highway
Multnomah County


NOISE BARRIER
2150
2155
50
1155
Conc. Retaining Wall
Conc. Retaining Wall
8' Conc. Walk
S 41°01'56.7"E
47th
NE.
N.E.
PL.
44th
7-up
Bottling
Plant
1148+36.01 P.C.S.
1153+36.01 P.T.
3-6

39th-44th Avenues (south)
Sound Wall Extension
Columbia River Highway
Multnomah County

SOUND WALL PROFILE



1-9-1

I-84

STATE OF OREGON **INTEROFFICE MEMO** ②

REFERRED TO
Beard Stoedenmeyer
Cole Main
Erikson Watson
Dorn Lee
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER
RDW

TO. EDWARD L. HARDT
Metro Region Engineer

DATE. September 13, 1982

FROM ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT SOUTH BANFIELD & 39th-87th AVE. SECTION
COLUMBIA RIVER HIGHWAY
CONTRACTING SCHEDULES

RW copy

1 Versteeg ✓
2 Anderson
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At the Tri-Met meeting with UMTA September 9, references were made to "slippage" in contract award dates. This subject will likely come up at your meeting with Paul Bay this week. The slippage is a fact. The June schedule shows the S. Banfield, including the LRT structure, on for August 26, 1982, and the 39th-87th section on for November.

Tri-Met requested a redesign of the LRT structure in June for a lighter maintenance vehicle. At that time it was estimated redesign would require 4-6 months, approval and advertising 2-3 months, then I told Tri-Met actual contruction 15 months.

We did not fully consider how the LRT structure could be constructed independent of the S. Banfield project and how opening of the "SW" line would really control Tri-Met's access to the Banfield corridor by controlling the date of closure of the Halsey Street structure.

After considering the interdependency of the contracts, the expected date for access to the Banfield corridor was set back to mid- or late 1985. We reviewed the plans for the project and it was my opinion that as designed the LRT structure could not be constructed independently of the S. Banfield project, and there appeared to be no way to get the LRT structure constructed and the "SW" ramp opened early.

It was decided a steel alternate should be developed for the LRT and "NW" structures. This would greatly reduce traffic staging problems, probably allow opening of the "SW" structure, and, I feel, allow Tri-Met access to the Banfield corridor at an earlier date.

It now looks like a November 18 or December 1 date will be reasonable for the S. Banfield project. Included in that project will be the footings for both the Light Rail structure and the "NW" structure.

The contract for completing the structures should be ready to advertise the first of Marcn. Construction time for the steel structures due to a reduction in falsework should be much less. Opening of the "SW" ramp would not be dependent on completion of the LRT structure. Also it would be possible to specify an earlier completion of the LRT structure and thus get Tri-Met access to the Banfield corridor much earlier than mid- or late 1985.

The 39th-87th Avenue section was scheduled for November on the June schedule. It now looks like January, 1983. Reasons for this shift include design changes to the structures at 42nd, 60th, and 82nd to accommodate Tri-Met's station platform, consideration of possible changes in the staging of the Halsey Street structure work to take advantage of an earlier opening of the SW ramp, and our feeling that the 2 projects (S. Banfield and the 39th-87th) should be let with some time gap.

My opinion is that the completion dates will not necessarily be set back by the delays in letting the contract. Simplification of the traffic staging and the fact that the months lost are winter months should offset the time lost due to slippage.

ACH/gw
cc Hal Versteeg
Walt Hart
Bob Sandmann

9537.4 2

STATE OF OREGON
ROAD DESIGN SECTION

BANFIELD TRANSITWAY OFFICE
AUG 26 1982

INTEROFFICE MEMO
DES 16

TO: Robert A. Sandmann
Project Engineer

DATE: August 25, 1982

FROM: D R Adams
Donald R. Adams, P.E.
Final Design Engineer

MA PDM PDE FFM SPC
ODOT - METRO
AUG 26 1982
BM PAR PPC FILE T/A

SUBJECT: N.E. 39th Avenue-N.E. 87th Avenue Section
Columbia River Highway
Multnomah County

In regard to your letter of August 3 in which you requested that the reconstruction of N.E. Halsey Street between N.E. 39th Avenue and N.E. 43rd Avenue be done with the above subject project has been reviewed.

This work will be incorporated into this project as you requested. Please assure that the work is deleted from the S.E. Union Avenue to S.E. 39th Avenue project now under construction.

NEM:ja

cc Al Harwood
N. E. Mann
L. E. George
Phil Lewellyn

1 Versteeg ✓
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2 Adams A
Olson
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Cole [✓ Mann] ADM
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BY FINAL DESIGN ENGINEER

Don Adams.

I resisted adding the work to the next contract and deleting it from the Union - 39th project but now agree to it. If we don't make the change apparently additional utility and signal work will be required.

Al. Harwood

81-123-1307

1594

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: August 23, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1337
Crossing No. 2A-4.6-A

Attached is a copy of Order No. 82-580 issued by the Public Utility Commissioner on August 12, 1982, relative to the above subject matter.

RDT/llr
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
M. Payne
E. L. Hardt (2)
R. A. Sandmann
J. L. Sollis
W. J. Hart

NOTED
H.S. ER

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STATE HWY ENGR
AUG 23 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 82-580

ENTERED August 12, 1982

PUC CROSSING NO. 2A-4.6-A
DOT CROSSING NO. 809 162 S
(Existing Overcrossing)

PUC CROSSING NO. 2A-4.61-A
(Temporary Overcrossing)

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

Halsey @ 67th

SXF 1337

In the Matter of the Application of)
the STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.030, to alter)
an overcrossing of NE Halsey Street)
and OREGON-WASHINGTON RAILROAD &)
NAVIGATION COMPANY and its lessee,)
UNION PACIFIC RAILROAD COMPANY,)
main line, in Portland, Multnomah)
County, Oregon.)

ORDER

On May 10, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030 and 763.040, to alter an existing overcrossing and to construct a temporary overcrossing of NE Halsey, a street under the jurisdiction of the City of Portland and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by Pacific Power & Light Company by letter dated June 3, 1982.

Copies of the application and responses thereto were duly served upon Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, City of Portland, Multnomah County, and applicant. No objection has been made to the granting of the application.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan Gulch area of Portland. Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double track rail line (for light rail transit use) between Portland and Gresham. Through the Sullivan Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and the Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan Gulch, including the crossing involved in this matter. It will be necessary to alter this existing overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to alter the existing overcrossing structure by removing the existing structure and replacing it with a structure approximately 60 feet in width. It will be necessary to construct a temporary overcrossing structure just north of the permanent overcrossing structure for use during reconstruction. The temporary overcrossing will have a width of approximately 33 feet. Upon completion of the project, the temporary overcrossing structure will be dismantled and removed.

Due consideration has been given to all representations in the application, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

ORDER:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure and to construct a temporary overcrossing of NE Halsey as requested herein, is hereby granted.
2. Applicant shall:
   a. Alter the existing overcrossing structure to accommodate a roadway 46 feet in width, and bear all the cost thereof;

b. Construct a temporary overcrossing structure northerly of the existing Halsey Street overcrossing in accordance with the Oregon Department of Transportation drawing No. 36803, dated April 9, 1982, and bear all the cost thereof;

c. Coordinate all temporary impairments of standard railroad clearance with Union Pacific Railroad Company at least 30 days in advance of any impairment;

d. Maintain the temporary overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

e. Maintain all highway appurtenances to the temporary overcrossing structure, and bear all the cost thereof;

f. Bear all the cost of damage to the temporary overcrossing structure caused by motor vehicle traffic on the highway;

g. Upon completion of this project, close and remove the temporary overcrossing structure, and bear all the cost thereof;

h. Notify Pacific Power & Light Company at least 30 days in advance of commencing any construction on this project; and

i. Notify the Commissioner upon completion of the project.

3. City of Portland shall:

a. Maintain the altered permanent overcrossing structure, including the beam-bearing assembly, and bear all the cost thereof;

b. Maintain all highway appurtenances to the altered permanent overcrossing structure, and bear all the cost thereof; and

c. Bear all the cost of damage to the altered permanent overcrossing structure caused by motor vehicle traffic on the highway.

4. Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the altered permanent and temporary overcrossing structures, and bear all the cost thereof.

Upon completion of construction of the temporary overcrossing and reconstruction of the existing overcrossing structure, each shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railraod Company minimum clearances. While the structures are being constructed or altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.c., above.

Made, entered, and effective 8/12/82.

J. J. Lobdell
JOHN J. LOBDELL
Public Utility Commissioner

wr/2425W

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RR & UTILITY UNIT

7574

I-84N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 17, 1982

File No: 26-1959

TO: ADRIAN OLSON
Preliminary Design Engineer

FROM: ROBERT SANDMANN
Project Engineer

SUBJECT: 39th Ave.-87th Ave. Section
Banfield Freeway
R/W File NO. 51327-Darra

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written on 9B-17-7 as of 10/25/82 ab.

The Sanitary Bureau of the City of Portland has just informed us that a 25-foot wide permanent easement will be required for the relocation of the 60-inch sanitary sewer between N.E. 81st Avenue and N.E. 82nd Avenue. That will provide enough room for repairs in the future.

The estimated cost for the additional permanent easement is $4,500.

The estimated cost for relocating the 60-inch sanitary sewer completely out of the area by using Wasco and 81st is $126,000.

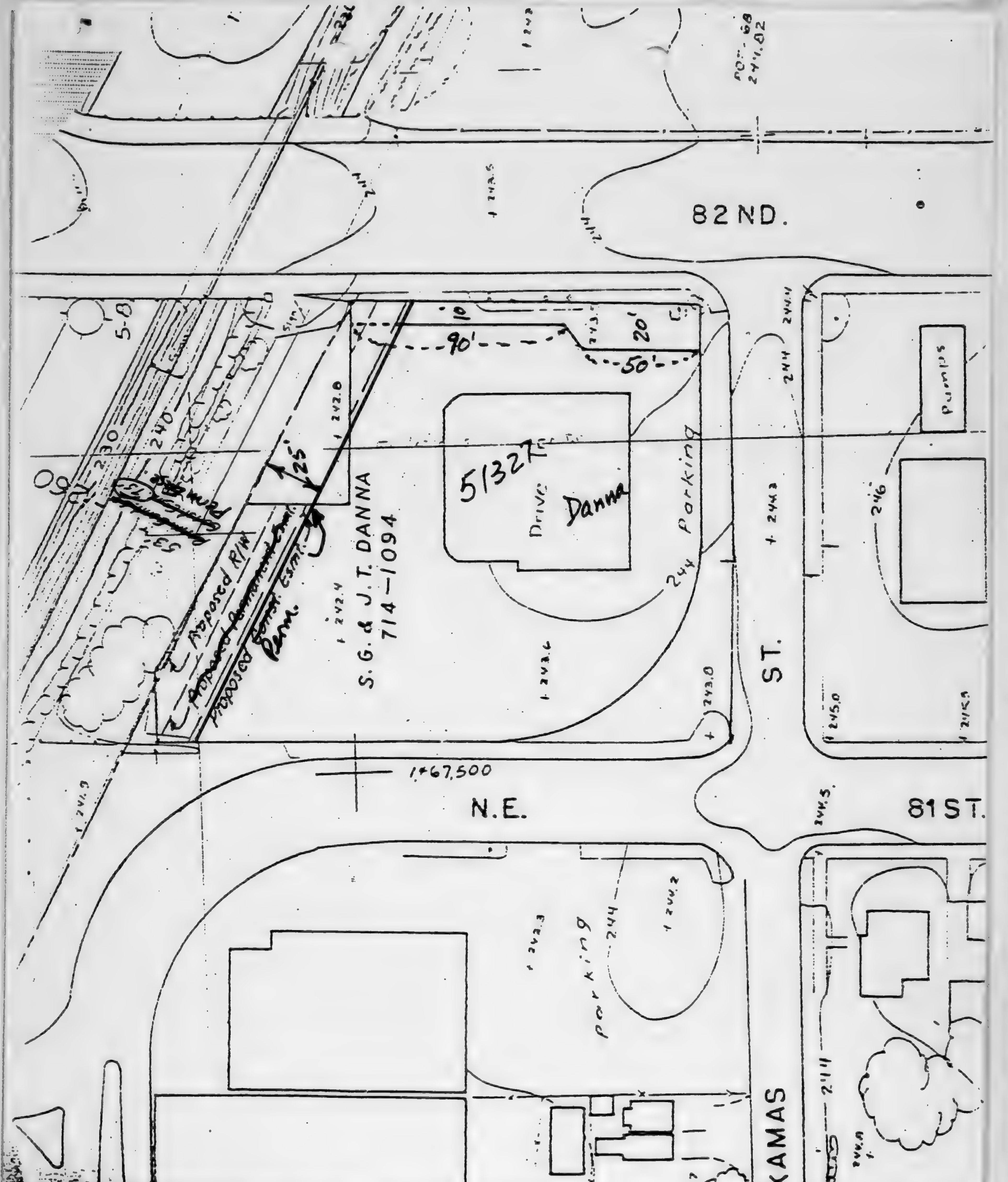
Please have the description revised to provide for a 25-foot wide permanent easement as indicated on the attached sketch.

If you have any questions or need more information, please contact me.

Robert Sandmann

po

cc: Steve Green


82ND.
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S. G. & J. T. DANNA
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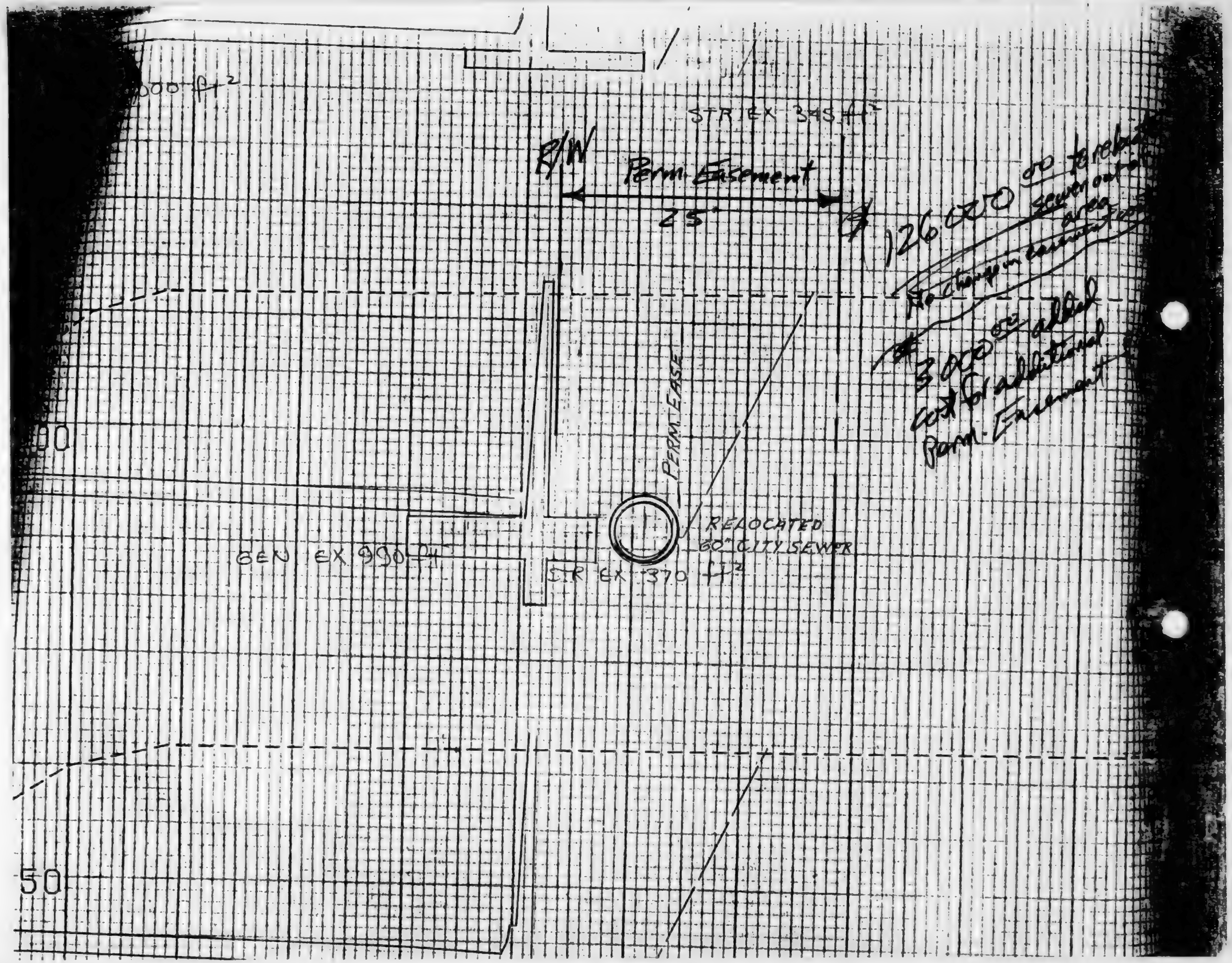

000 ft²
STR EX 345 ft²
R/W
Perm. Easement
25'
PERM. EASE
REL0CATED
60" CITY SEWER
GEN EX 990 ft²
STR EX 370 ft²
00
50

#126,000 00 to relo
sewer out of
area

No change in easement

#3,000 00 added
cost for additional
Perm. Easement

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ROW 18-2

NOTED
H.S.COULTER

August 9, 1982

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
NE 42nd Avenue Pedestrian
Bikeway Undercrossing
Banfield Transitway
City of Portland
Multnomah County

[illegible] cou 8.2.3 ptld.

Dear Dave:

Attached is an original and nine (9) copies of a PUC Application relating to the relocation of a pedestrian-bicycle separated crossing near NE 42nd Avenue and the Banfield Transitway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter
E. S. Hunter
Walt Hart
Ed Hardt
C. T. Keasey
D. E. Swan
J. L. Sollis
R. A. Sandmann
(all with copy of PUC App.)

RECEIVED
STATE HWY ENGR
AUG 10 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ____________
PUC Crossing No. ____________
DOT-AAR Crossing No. ____________

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through its (name of applicant)

Department of Transportation, Highway Division,

for the authority, pursuant to ORS 763. 040 (020/030/040), to

relocate (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of NE 42nd Avenue Pedestrian and Bikeway Undercrossing (name of street or highway)

and Union Pacific Railroad Company (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public ~~highway~~/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)______________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, Oregon 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763. 040
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 3.11

b. City Portland

c. Nearest railroad station Bruun

d. County Multnomah

e. The proposed project is to be in the NE 1/4 of the NE 1/4 of Section 36, Township IN, Range 1E, W. M.

4. a. Name of public highway involved in this project:

NE 42nd Avenue (in Banfield Transitway Project)

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Company, mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Company

b. City of Portland,Bureau of Streets & Structures,621 SW Alder St.,Portland,OR 9720

c. Multnomah Co. Public Works Div.,2115 SE Morrison,Portland,OR 97204

d. Portland General Electric,3700 SE 17th,Portland,OR 97202,ATTN: Jim Johnston

e. Pacific Power & Light Co.,2126 N Lewis Ave,Portland,OR 97227

f. Oregon Department of Transportation, Highway Division ,Transportation Bldg.,Salem,OR 97310

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co.,123 NW Flanders St,Portland,OR 97209,ATTN: Don Thomas

h. Pacific Northwest Bell,825 NE 20th Ave.,Portland,OR 97232, ATTN: Ralph Clausen

7. **Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):**

The project consists of replacing an existing structure to accommodate the new Light Rail Transit line and widening of the Columbia River Highway. The existing structure (2A-3.10-A) will be removed and replaced by a new structure 100 feet ± to the east.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes
(yes/no)

b. If yes, why? To accommodate the widening of the Columbia River Highway and construction of the Light Rail Transitway adjacent to the highway, which will provide increased highway traffic and improved safety.

9. **Is the crossing involved (to be) a separated crossing?** Yes
(yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________
(yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The ~~highway~~ bikeway is 8.0 feet wide at the crossing at present; after completion of the project, it will be 12.0 feet wide at the crossing; consisting (from ____________ (N or E) to ____________ (S or W)) of:

At present--			After completion--		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) **Surface—**

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders;	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--

	At present:	After completion:
________ approach (N or E)	± ______%	± ______%
________ approach (S or W)	± ______%	± ______%

(5) Nearest public roadway intersection on each approach--

(a) ________ (N or E) approach: ______ft; ADT ______

(b) ________ (S or W) approach: ______ft; ADT ______

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________ (yes/no); (b) ________ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards? ______

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection-- ______° ______°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) **Nearest switch--**

	At present:	**After completion:**
_____ (N or E) of crossing:	_____ ft.	_____ ft.
_____ (S or W) of crossing:	_____ ft.	_____ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: _____; After completion _____;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on _____ (N or E) approach:	_____ mph	_____ mph
on _____ (S or W) approach:	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph
(3) Direction of traffic flow:	_____ (N & S, etc.)	_____

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	16	16
Switching movements:	4	4
Passenger trains:	2	2

(2) Speed of trains--

Maximum allowable:	_____ mph	_____ mph
Typical:	_____ mph	_____ mph
Slowest Normal:	_____ mph	_____ mph

13. **Visibility at the crossing from the standpoint of the approaching motor vehicle operator:**

a. **Of approaching trains--**

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ (N or E) approach:	_____ ft. to right; _____ ft. to left
_____ (S or W) approach:	_____ ft. to right; _____ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies: City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies: City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities: Union Pacific Railroad Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies: City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies: City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities: Union Pacific Railroad Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

City of Portland

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): Railroad construction clearance is 27'-6" horizontal and 21'-0" vertical.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes, Oregon Department of Transportation-Highway Division (yes/no) Bridge Design Section Drawings 37284 and 36831

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 8, 9, 10, 11, 12, 15, 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 6th day of August, 1982

(Applicant)

(Attorney)

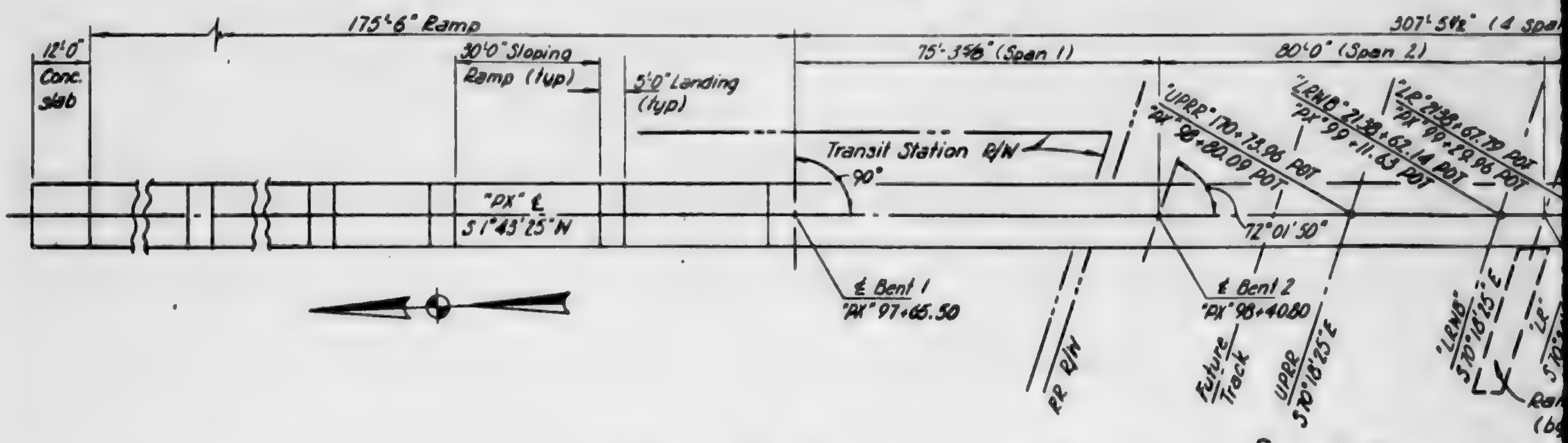
I, ROGER TRYGSTAD, being f[illegible] duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 6th day of August, 1982.

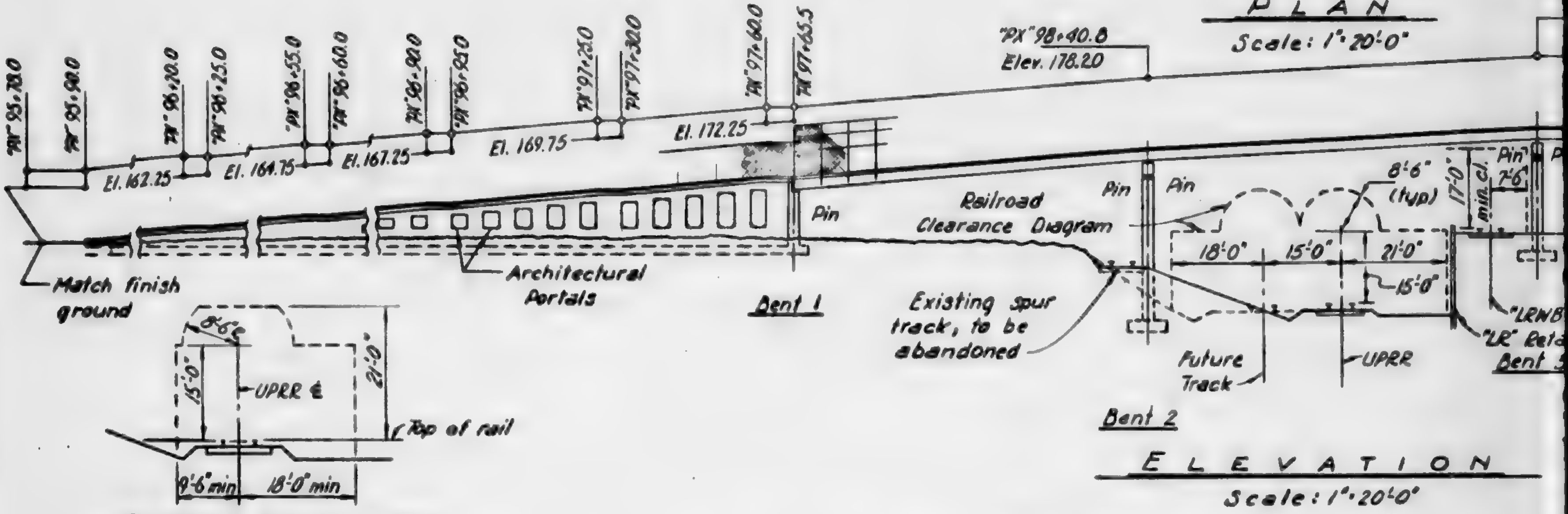
(Notary Public for Oregon)

My Commission Expires: 12-15-1984


175'-6" Ramp
12'-0"
Conc. slab
30'-0" Sloping Ramp (typ)
5'-0" Landing (typ)
307'-5½" (4 spa
75'-3⅝" (Span 1)
80'-0" (Span 2)
Transit Station R/W
90°
"PX" ℄
S 1°43'25" N
℄ Bent 1
"PX" 97+65.50
"UPRR" 170+73.96 POT
"PX" 98+80.09 POT
"LRNB" 2138+62.14 POT
"PX" 99+11.63 POT
"LR" 2138+67.79 POT
"PX" 99+29.96 POT
72°01'50"
℄ Bent 2
"PX" 98+40.80
RR R/W
Future Track
UPRR
S70°18'25"E
"LRNB"
S70°18'25"E
"LR"
S70°
Ra
(b

PLAN

Scale: 1"=20'-0"

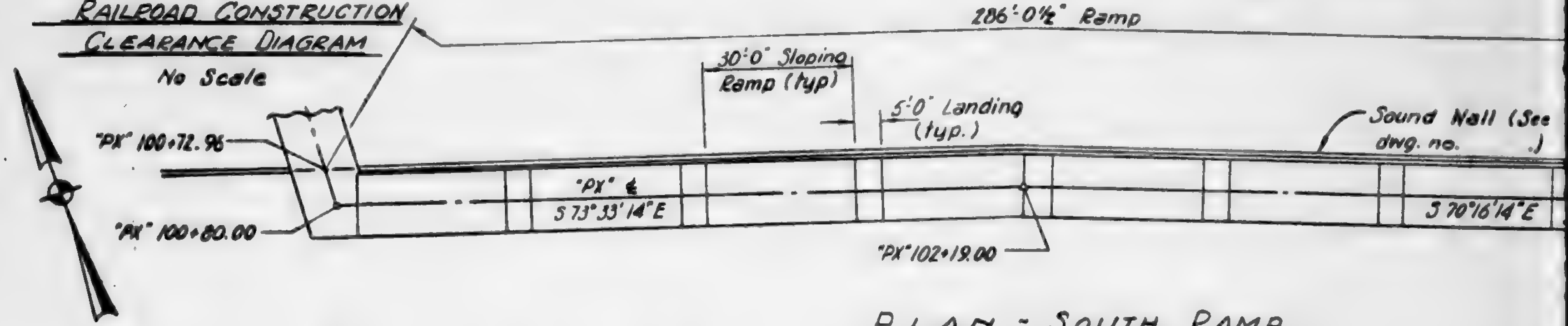

"PX" 95+78.0
"PX" 95+98.0
"PX" 96+20.0
"PX" 96+25.0
"PX" 96+55.0
"PX" 96+60.0
"PX" 96+90.0
"PX" 96+95.0
"PX" 97+25.0
"PX" 97+30.0
"PX" 97+60.0
"PX" 97+65.5
"PX" 98+40.8
Elev. 178.20
El. 162.25
El. 164.75
El. 167.25
El. 169.75
El. 172.25
Pin
Pin
Pin
Railroad Clearance Diagram
8'-6" (typ)
17'-0" min. cl.
Pin
7'-6"
18'-0"
15'-0"
21'-0"
15'-0"
Match finish ground
Architectural Portals
Bent 1
Existing spur track, to be abandoned
Future Track
UPRR
"LRNB
"LR" Reta
Bent 3
Bent 2
8'-6"
15'-0"
21'-0"
UPRR ℄
Top of rail
8'-6" min
18'-0" min

ELEVATION

Scale: 1"=20'-0"

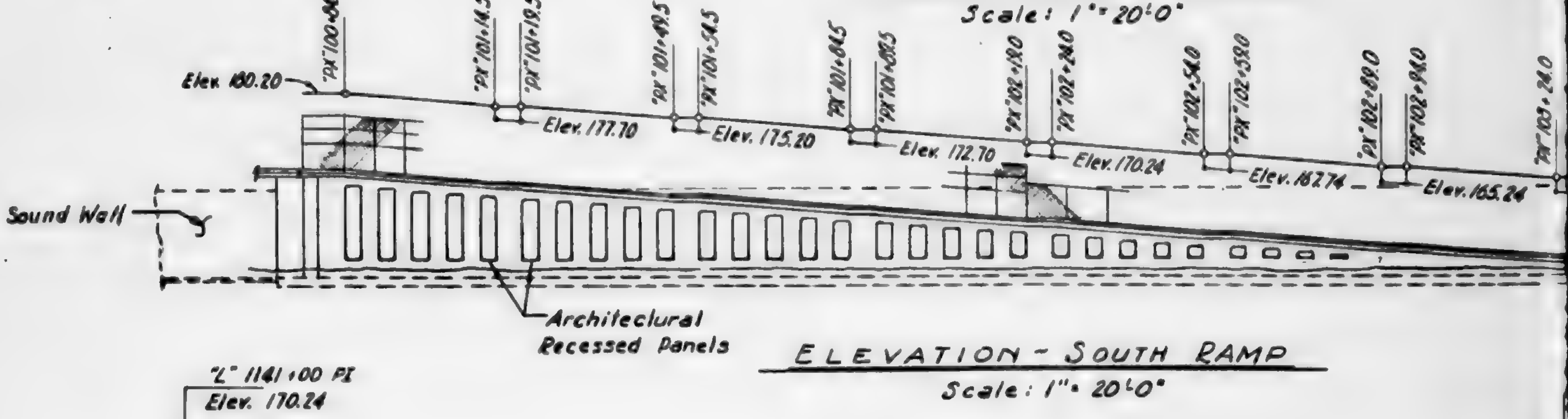
RAILROAD CONSTRUCTION CLEARANCE DIAGRAM

No Scale


286'-0½" Ramp
30'-0" Sloping Ramp (typ)
5'-0" Landing (typ.)
Sound Wall (See dwg. no. .)
"PX" 100+72.96
"PX" 100+80.00
"PX" ℄
S 73°33'14" E
"PX" 102+19.00
S 70°16'14" E

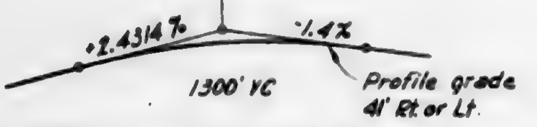
PLAN - SOUTH RAMP

Scale: 1"=20'-0"


Elev. 180.20
"PX" 100+84.5
"PX" 101+14.5
"PX" 101+19.5
"PX" 101+49.5
"PX" 101+54.5
"PX" 101+84.5
"PX" 101+89.5
"PX" 102+19.0
"PX" 102+24.0
"PX" 102+54.0
"PX" 102+59.0
"PX" 102+89.0
"PX" 102+94.0
"PX" 103+24.0
Elev. 177.70
Elev. 175.20
Elev. 172.70
Elev. 170.24
Elev. 167.74
Elev. 165.24
Sound Wall
Architectural Recessed Panels

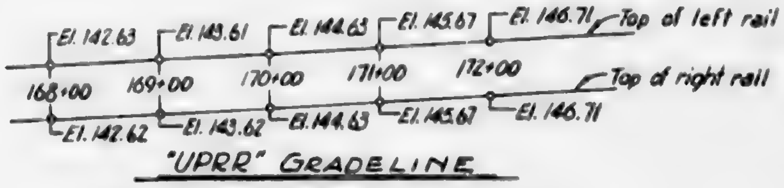
ELEVATION - SOUTH RAMP

Scale: 1"=20'-0"


"L" 1141+00 PI
Elev. 170.24
+2.4314%
-1.4%
1300' VC
Profile grade 41' Rt. or Lt.

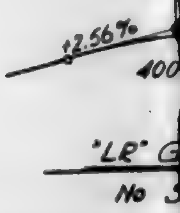
GRADELINE - "L" ℄

No Scale


El. 142.63
El. 143.61
El. 144.63
El. 145.67
El. 146.71
Top of left rail
168+00
169+00
170+00
171+00
172+00
Top of right rail
El. 142.62
El. 143.62
El. 144.63
El. 145.67
El. 146.71

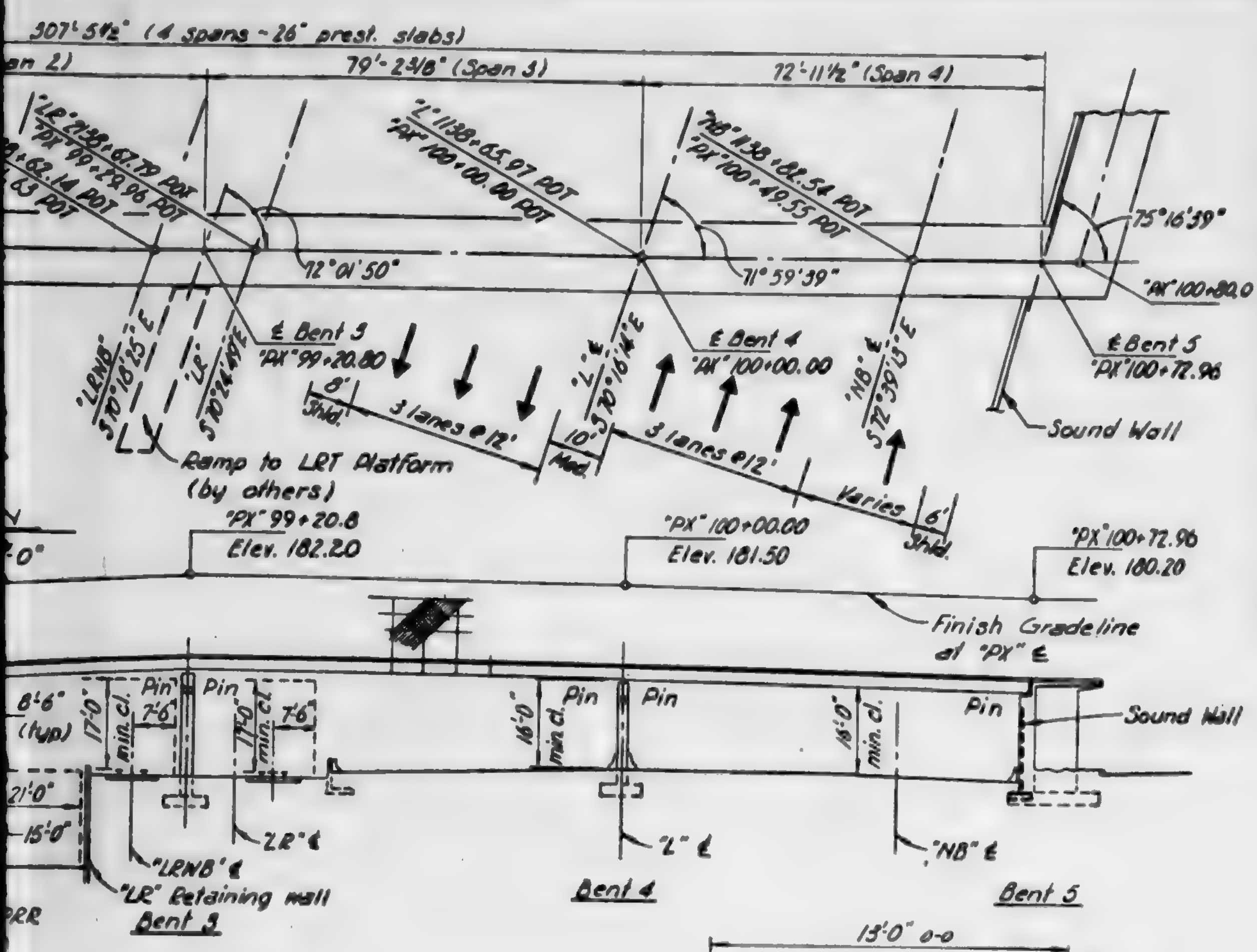
"UPRR" GRADELINE

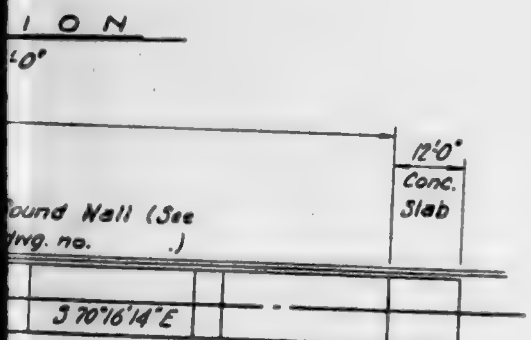
No Scale

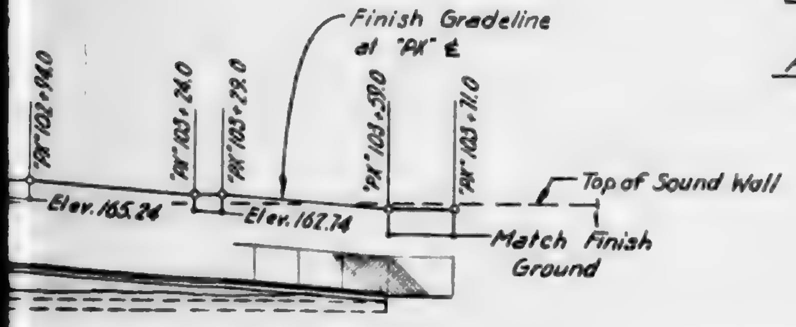


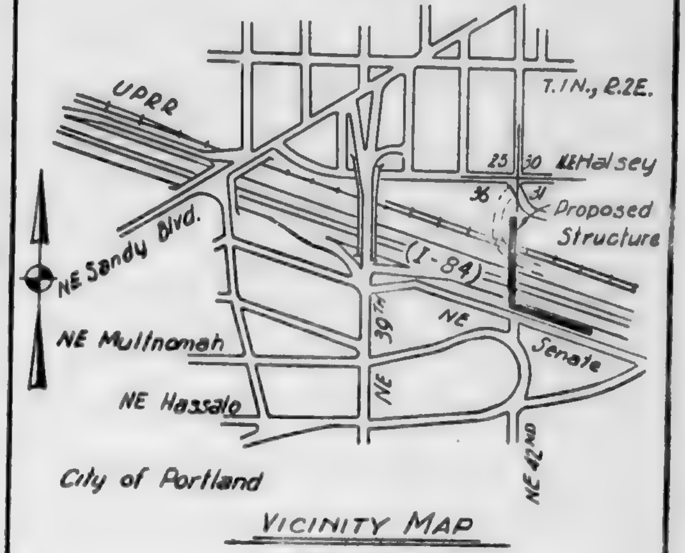
"LR" G

No S


307'-5½" (4 spans - 26" prest. slabs)
an 2)
79'-2⅜" (Span 3)
72'-11½" (Span 4)
"LR" 2139+67.79 POT
"PX" 99+29.96 POT
+62.14 POT
63 POT
"L" 1138+65.97 POT
"PX" 100+00.00 POT
"NB" 1138+82.54 POT
"PX" 100+49.55 POT
72°01'50"
71°59'39"
75°16'39"
"PX" 100+80.0
℄ Bent 3
"PX" 99+20.80
℄ Bent 4
"PX" 100+00.00
℄ Bent 5
"PX" 100+72.96
"LRNB" S 70°18'25" E
"LR" S 70°24'49" E
"L" ℄ S 70°16'14" E
"NB" ℄ S 72°39'13" E
8' Shld.
3 lanes @ 12'
10' Med.
3 lanes @ 12'
Varies
6' Shld.
Sound Wall
Ramp to LRT Platform (by others)
"PX" 99+20.8 Elev. 182.20
"PX" 100+00.00 Elev. 181.50
"PX" 100+72.96 Elev. 180.20
Finish Gradeline at "PX" ℄
8'-6" (typ)
17'-0" min. cl.
7'-6"
Pin
16'-0" min. cl.
Sound Wall
21'-0"
15'-0"
"LRNB" ℄
"LR" ℄
"LR" Retaining wall
Bent 3
"L" ℄
Bent 4
"NB" ℄
Bent 5
RR

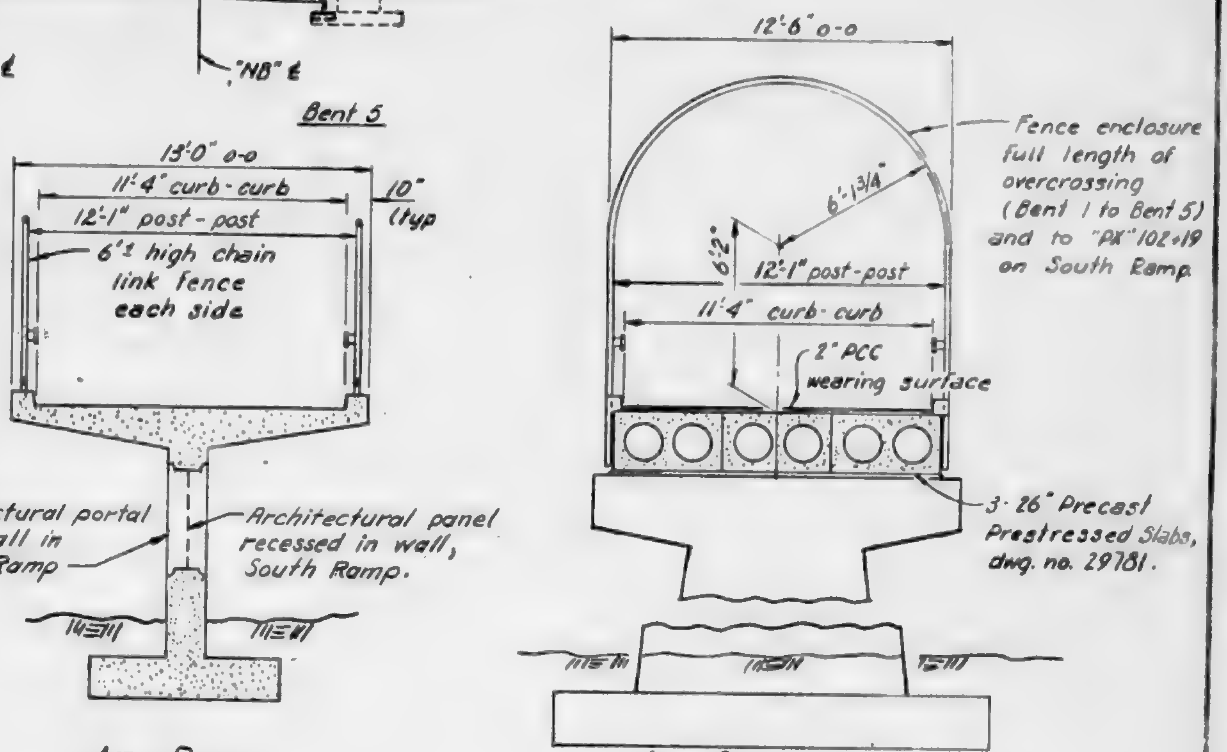

I O N
'-0"
12'-0"
Conc. Slab
Sound Wall (See dwg. no.)
S 70°16'14" E


Finish Gradeline at "PX" ℄
"PX" 103+04.0
"PX" 103+24.0
"PX" 103+29.0
"PX" 103+59.0
"PX" 103+71.0
Elev. 165.24
Elev. 162.74
Top of Sound Wall
Match Finish Ground


UPRR
T.1N., R.2E.
25 30 NE Halsey
36 31
Proposed Structure
NE Sandy Blvd.
(I-84)
NE Multnomah
NE
Senate
NE Hassalo
NE 39th
NE 42nd
City of Portland

VICINITY MAP
No Scale

NOTE:
Structure designed for 85 psf live load.

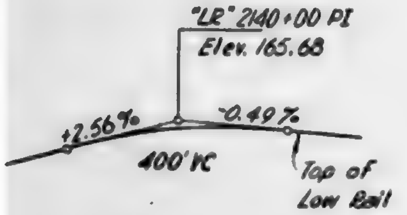

15'-0" o-o
11'-4" curb-curb
12'-1" post-post
10" (typ)
6'± high chain link fence each side
Architectural portal thru wall in North Ramp
Architectural panel recessed in wall, South Ramp.
12'-6" o-o
Fence enclosure full length of overcrossing (Bent 1 to Bent 5) and to "PX" 102+19 on South Ramp
6'-1¾"
6'-2"
12'-1" post-post
11'-4" curb-curb
2" PCC wearing surface
3-26" Precast Prestressed Slabs, dwg. no. 29781.

AT RAMP

AT OVERCROSSING

TYPICAL SECTIONS
Scale: 1/4"=1'-0"

ADVANCE PLANS


"LR" 2140+00 PI
Elev. 165.68
+2.56%
-0.49%
400' VC
Top of Low Rail

"LR" GRADELINE
No Scale

NOTE:
All elevations shown are City of Portland Datum.

APPROVED: P.E.
BRIDGE ENGINEER P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED G.C.P.
DRAWN M.C.Y.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

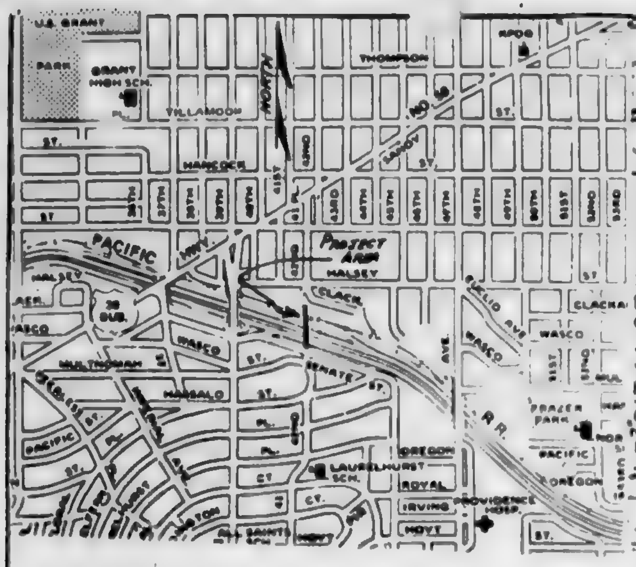
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

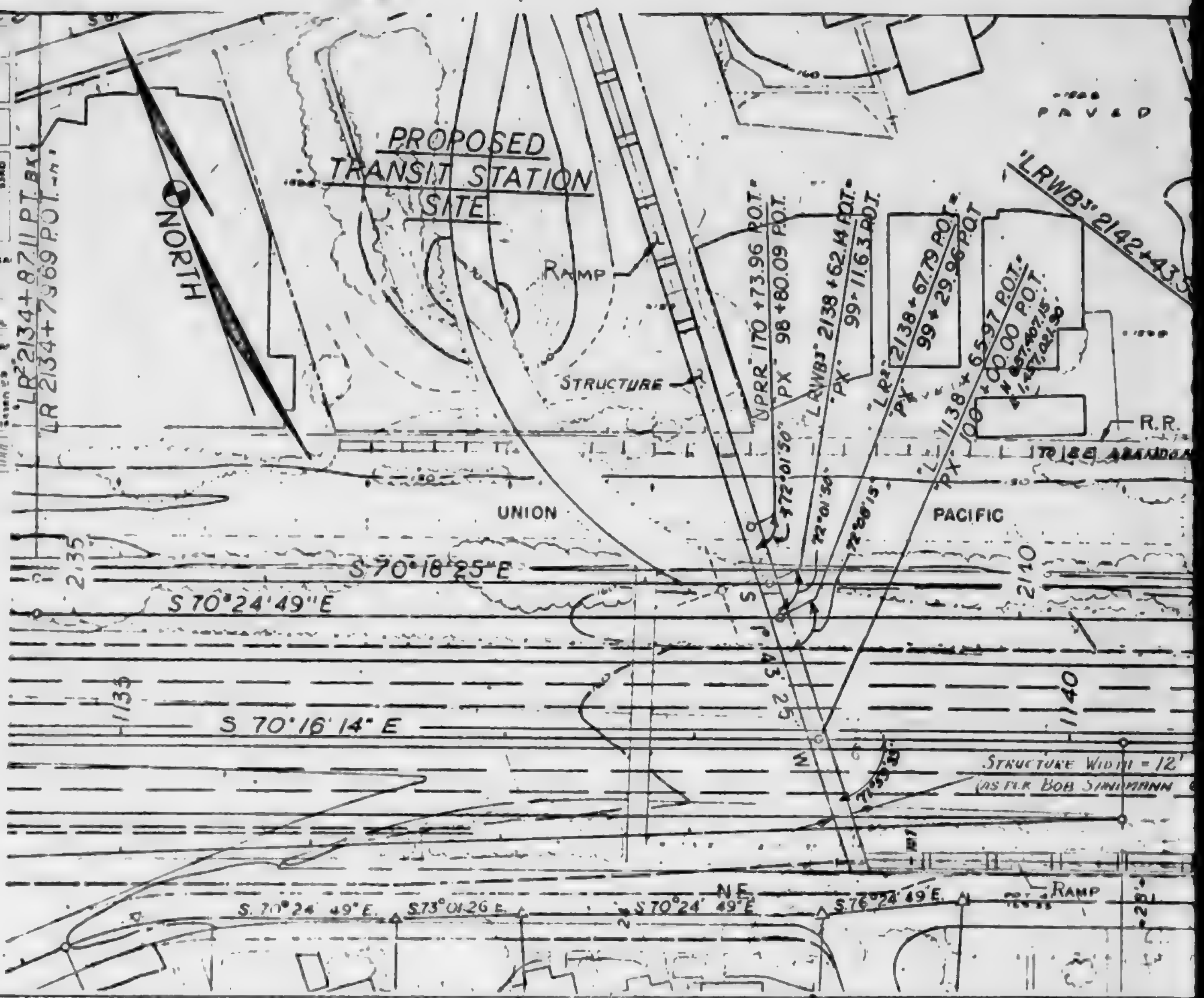
42ND AVE. PEDESTRIAN U'XING
NE 39TH AVE. - NE 87TH AVE. SECTION
COLUMBIA RIVER HWY (I-84) - MULTNOMAH COUNTY

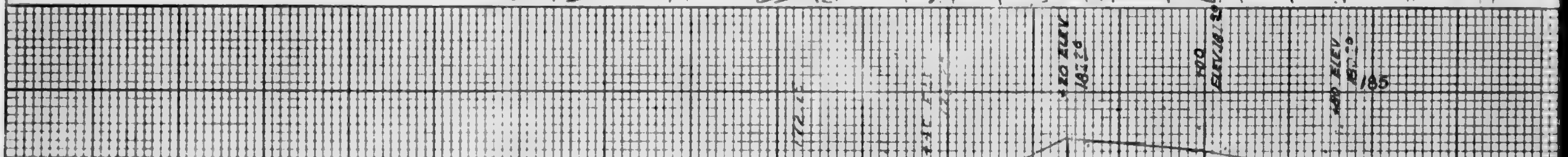
PLAN & ELEVATION (PUC)

ACCOMPANIED BY DWGS.

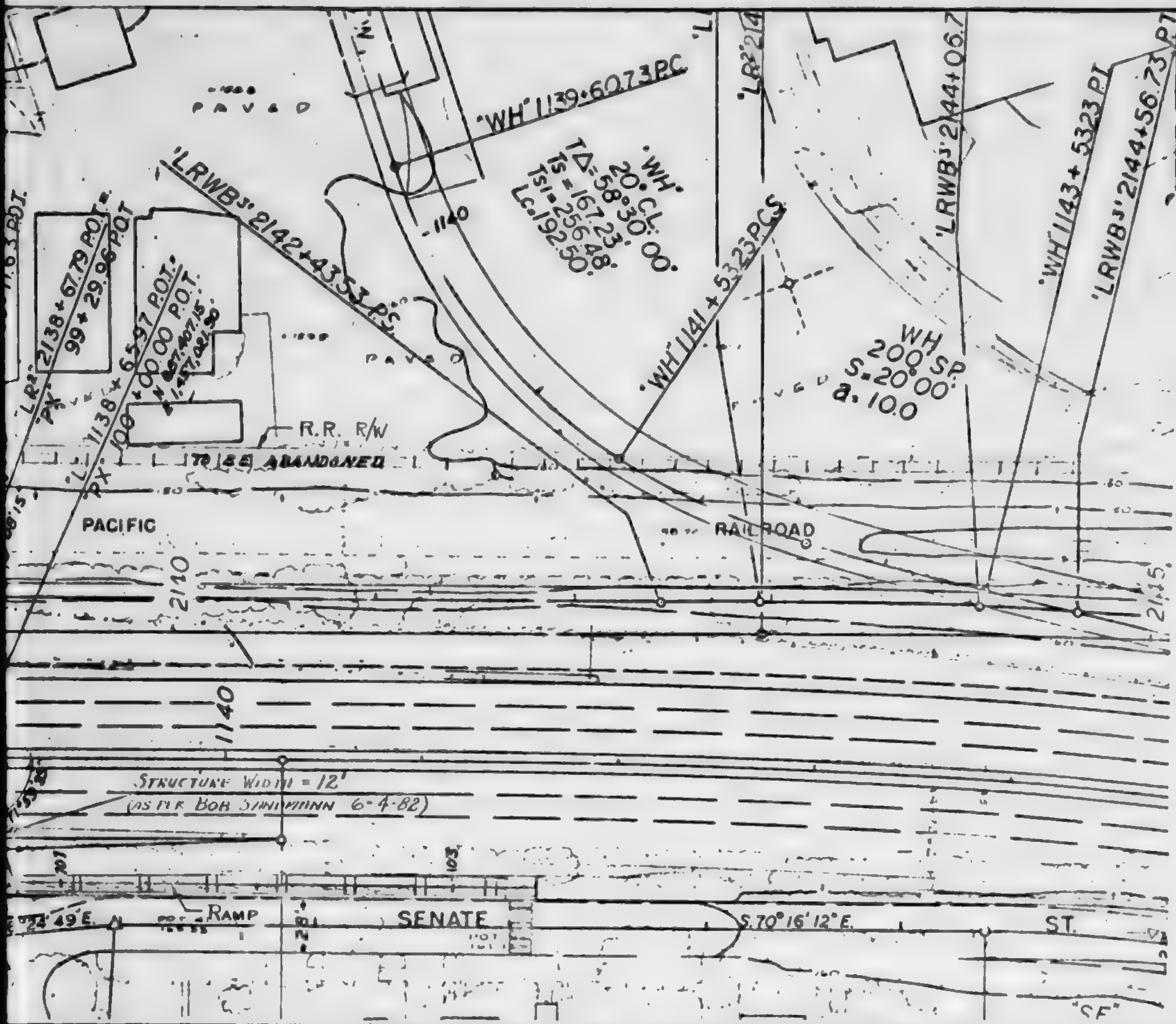
DATE July 1982
SHEET 1 OF 1
BRIDGE NO. 16613
DRAWING NO. 37284


U.S. GRANT
PARK
GRANT HIGH SCH.
TILLAMOOK
THOMPSON
NORTH
HANCOCK
PACIFIC HWY
PROJECT AREA
HALSEY
CLACKAMAS
WASCO
MULTNOMAH
SANDY
EUCLID AVE
SENATE ST.
R.R.
FRAZER PARK
PACIFIC
OREGON
LAURELHURST SCH.
ROYAL
IRVING
HOYT
PROVIDENCE HOSP.
ALL SAINTS PAR. SCH.

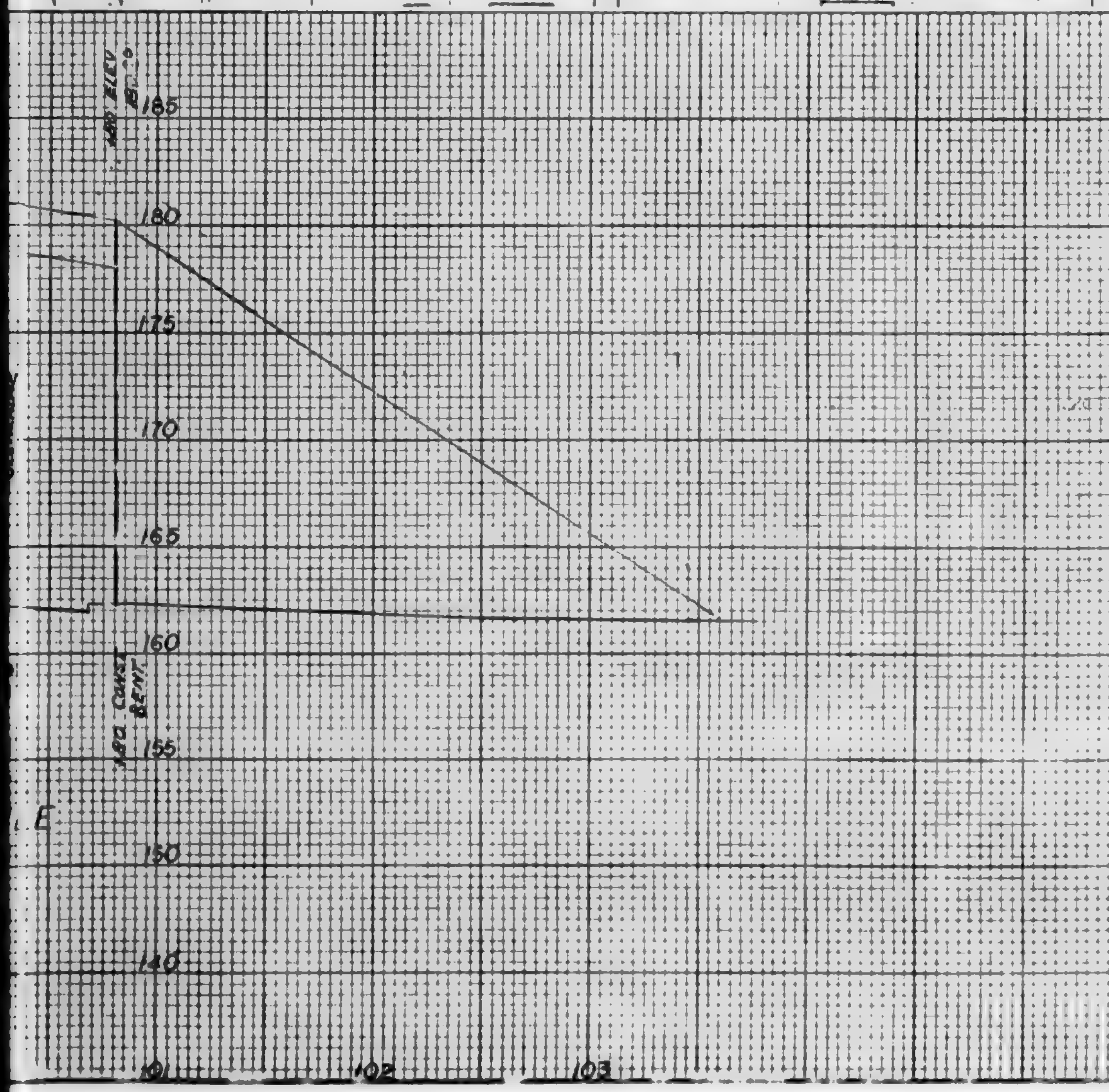

NORTH
LR 2134+87.11 PT. BK.
LR 2134+79.69 P.O.T.
PROPOSED TRANSIT STATION SITE
RAMP
STRUCTURE
"UPRR" 170+73.96 P.O.T.
"PX" 98+80.09 P.O.T.
"LRWB3" 2138+62.14 P.O.T.
"PX" 99+11.63 P.O.T.
"LR2" 2138+67.79 P.O.T.
"PX" 99+29.96 P.O.T.
"L" 1138+65.97 P.O.T.
"PX" 100+00.00 P.O.T.
"LRWB3" 2142+43.5
PAVED
R.R.
TO BE ABANDONED
172°01'50"
72°01'50"
72°06'15"
71°53'35"
UNION
PACIFIC
2135
2140
1135
1140
S 70°18'25"E
S 70°24'49"E
S 70°16'14"E
S 43°25' W
STRUCTURE WIDTH = 12'
(AS PER BOB SINDMANN)
N.E.
S 70°24' 49"E.
S 73°01'26"E.
S 70°24' 49"E
S 76°24' 49"E.
RAMP


+65 ELEV. 172.
+20 ELEV. 181.20
100 ELEV. 181.29
+80 ELEV. 180.
185
180
175
170
165
160
155
150
140
SPUR TRACK TO BE ABANDONED
24' MIN. CLEARANCE
"UPRR" 170+73.96 P.O.T.
"PX" 98+80.09 P.O.T.
"LRWB3" 2138+62.14 P.O.T.
"PX" 99+11.63 P.O.T.
"LR2" 2138+67.79 P.O.T.
"PX" 99+29.96 P.O.T.
17' MIN. CLEARANCE
"L" 1138+65.97 P.O.T.
"PX" 100+00.00 P.O.T.
15.0' MIN. CLEARANCE
+20.80 CANT. BENT
100 CONST. BENT
+80 CONST. BENT
"PX" PROFILE
98
99
100
101
102

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


"WH" 1139+60.73 P.C.
"WH" 20° CL. TΔ=58°30'00" Ts=167.23 Ts1=256.48 Lc=192.50
"LRWB3" 2142+43.53 P.S.
"WH" 1141+53.23 P.C.S.
"LR" 2138+67.79 P.O.T. = "PX" 99+29.96 P.O.T.
"L" 1138+65.97 P.O.T. = "PX" 100+00.00 P.O.T.
"LRWB3" 2144+06.7
"WH" 1143+53.23 P.T.
"LRWB3" 2144+56.73 P.T.
WH 200° SP. S=20.00 a=10.0
PAVED
R.R. R/W
TO BE ABANDONED
PACIFIC
RAILROAD
2110
2145
1140
STRUCTURE WIDTH = 12'
(AS PER BOB SANDMANN 6-4-82)
RAMP
SENATE
S.70°16'12"E.
ST.
"SE"

DO NOT ...



VICINITY MAP
42ND AVENUE
PEDESTRIAN UNDERCROSSING
BANFIELD TRANSITWAY
COLUMBIA RIVER HIGHWAY

SCALE 1" = 50'
APRIL, 19

DON BILLINGS, PROPRIETOR

9974

I-84N

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter, Asst, State Highway Engineer
J. H. Versteeg, Road Design Engineer
G. A. Potter, Manager, Environmental Section

DATE: August 4, 1982

FROM: Steve Lindland, Acoustical Specialist
Environmental Section

58th - 87th

SUBJECT: Noise Mitigation Recommendations
65th-67th Avenue (South) Section
Columbia River Hwy.
Multnomah County

Attached is our completed noise study report on the subject noise barrier section. The recommended noise barrier is described in the report summary. The attached figure and table summarizes the mitigation proposals which have received final approval or are awaiting final approval.

With the completion of this report, only one additional report is forthcoming. This final report will study the Gateway Park and Ride Lot.

Your approval is requested.

SL:dm

Attachments (2)

Design & costs consistant with other approved walls on the project.
8/9/82

2 Versteeg ✓
Anderson
1 Adams
Sullivan

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AUG 5 1982
ROAD DESIGN SECTION

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Action

SUMMARY
BANFIELD TRANSITWAY
COSTS OF APPROVED NOISE MITIGATION
(For 68th-74th Avenues (North) Letter)

3

Section	Total Cost	Consultant Design Estimated Cost	Difference
21st - 23rd	$ 55,000	$ 64,000	-$ 9,000
23rd - 24th	$ 51,000	$ 70,000	-$ 19,000
37th - 39th	$ 98,000	$ 104,000	-$ 6,000
39th - 43rd	$ 375,000	$ 336,000	+$ 39,000
Bethlehem Lutheran Church	$ 5,500	-0-	+$ 5,500
47th - 49th	$ 120,000	$ 141,600	-$ 21,600
49th - 53rd	$ 150,000	$ 231,600	-$ 81,600
53rd - 59th	$ 270,000	$ 218,000	+$ 52,000
72nd - 74th	$ 170,000	$ 134,000	+$ 36,000
74th - 78th	$ 245,000	$ 252,000	-$ 7,000
60th - 65th	$ 520,000	$ 310,000	+$210,000
181st Ave. Park and Ride	$ 25,000	$ 498,400*	-$473,400
68th - 74th (North)	$ 250,000	$ 402,000	-$152,000
65th - 67th (~~North~~ South)** ?	$ 180,000	$ 243,000	-$ 63,000
TOTAL	$2,514,500	$3,004,600	-$490,000

NOTE: A (-) in the difference column indicates that total cost is under the consultant prediction, and a (+) in the difference column indicates that total cost is over the consultant prediction.

*Includes cost of mitgation proposed by consultant for three park and ride lots which are no longer proposed as part of the project.

**Awaiting final approval.

9594

I-84
Banfield

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 3, 1982

File No: 26-1959
(330)

1 Verstoeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
Wakerlig

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SECTION

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Action

TO: DONALD R. ADAMS
Final Design Engineer

FROM: ROBERT A. SANDMANN
Project Engineer

SUBJECT: 39th Ave.-87th Ave. Section
Banfield Freeway

Originally the reconstruction of N.E. Halsey Street between 39th Avenue and 43rd Avenue was to be done on contract 9513 Union Avenue-39th Avenue section.

Several factors now make it more feasible for most of the work to be done on the 39th Avenue-87th Avenue contract.

Attached is a sketch of Halsey Street on which is marked the work to be done on the Union Avenue-39th Avenue contract. This work will rebuild Halsey between 39th Avenue and 41st Avenue and remodel the curb at the southwest corner of 42nd and Halsey to temporarily provide for the north to west move of traffic from the ramp going to 39th Avenue southbound.

The reasons for not going further east with the Halsey Street reconstruction are:

1. Tri-Met does not have a design for the bus station to be constructed at the 42nd Avenue ramp location. We are not able to specifically locate the driveways needed to access the site.

2. We have no final design for the signals at 42nd and 43 avenues. I feel it would be better to have the signal installations and the street, sidewalks and curb reconstruction together on the same contract.

Please add the reconstruction of Halsey Street between 41st Avenue and 43rd Avenue and the installation of the signals at 42nd Avenue and 43rd Avenue to the 39th Avenue-87th Avenue section.

If you have any questions or need more information, please contact me.

po

cc: Paul Barnhart

Robert A Sandmann

Being done

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006527

7574 I-84N

ROAD DESIGN ENGINEER

DES 16

Walter J. Hart
Bridge Engineer

August 2, 1982

Donald Adams, P.E.
Final Design Engineer

NE 58th Ave.-NE 87th Ave. Section
Columbia River Highway
Multnomah County

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakarlig

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AUG 3 1982
ROAD DESIGN SECTION

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Action

Would you have designed an impact attenuator to protect the end of the sound wall at the Willow Street entrance ramp. (Sta. 1200+00 Approx. See attached sketch)

This is a narrow, constricted area with only approximately three feet of width for an attenuator. It will, therefore, probably be necessary to design a GREAT type of attenuator similar to the one you designed at the 42nd Street exit ramp. (Bridge No. 16624, Sta. 1152+60)

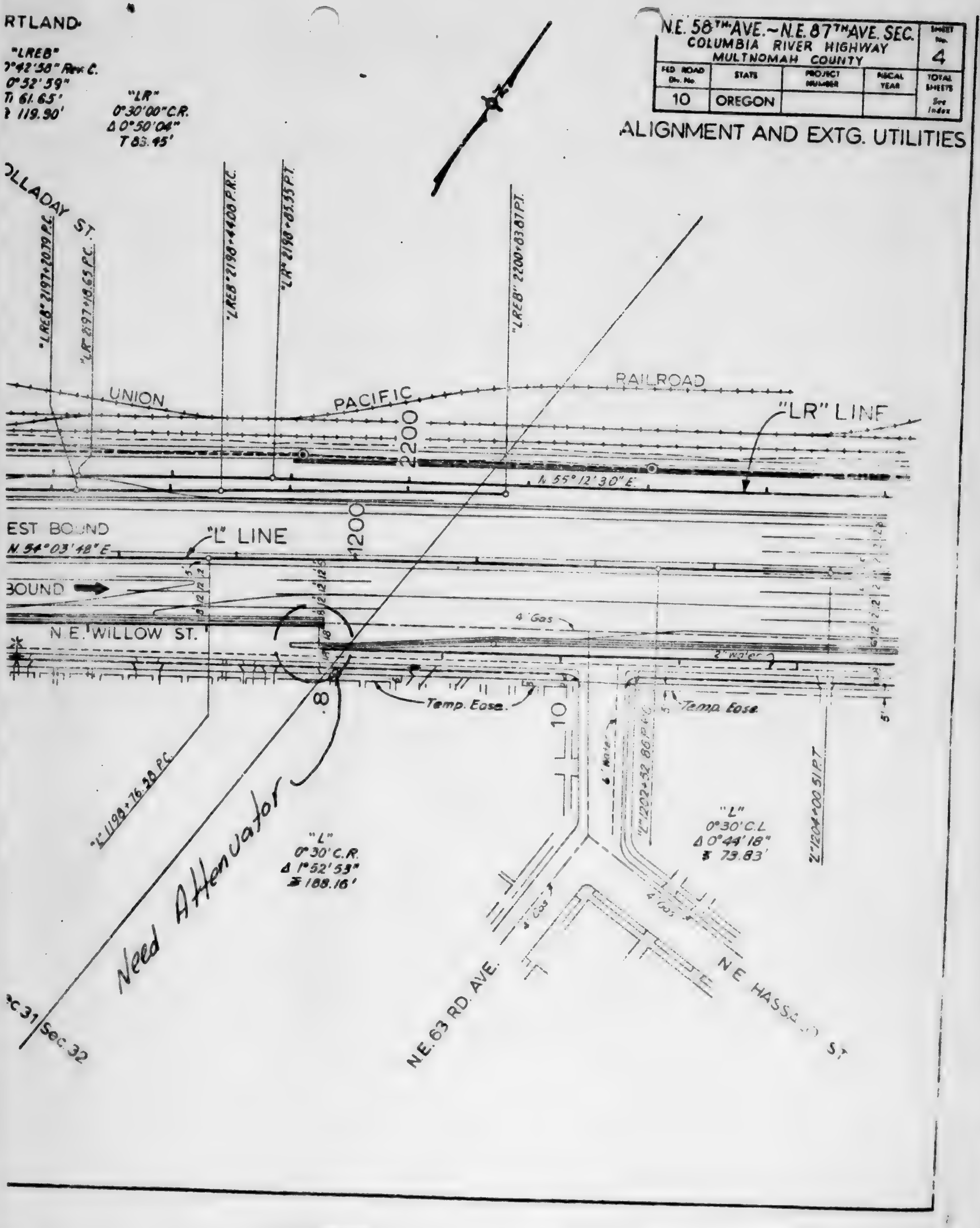
Contact Bud Mann for any additional information you may need for the design of this attenuator.

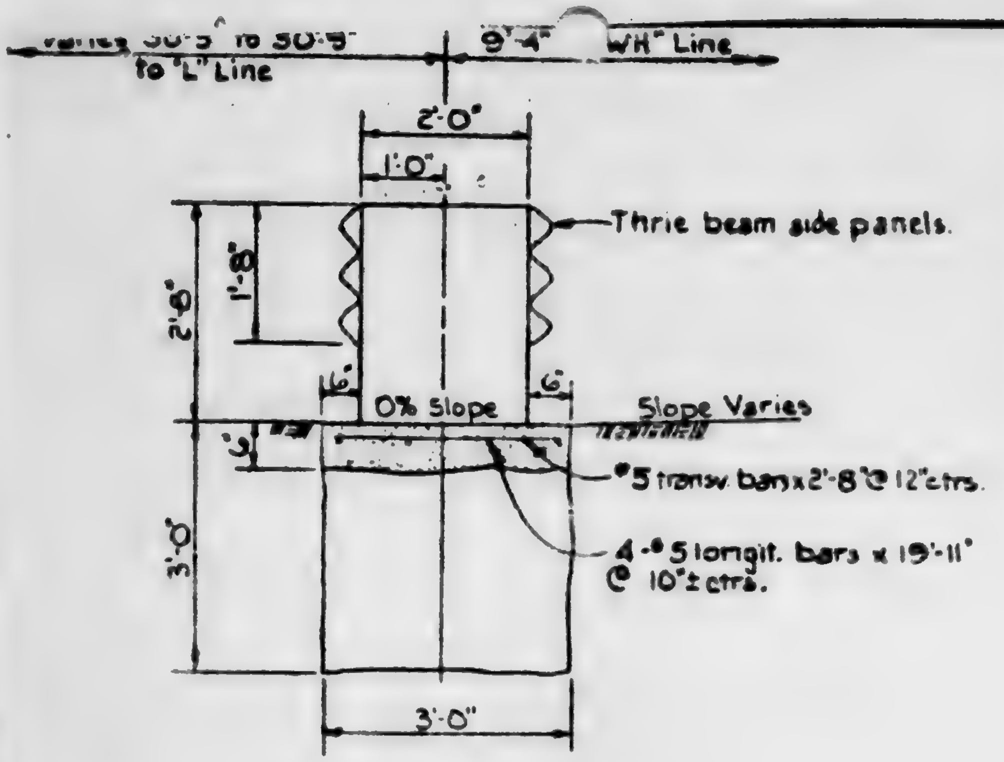
NEM:rw
Attachment
cc: N. E. Mann

N.E. 58TH AVE.~N.E. 87TH AVE. SEC.
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 4
10	OREGON			TOTAL SHEETS See Index

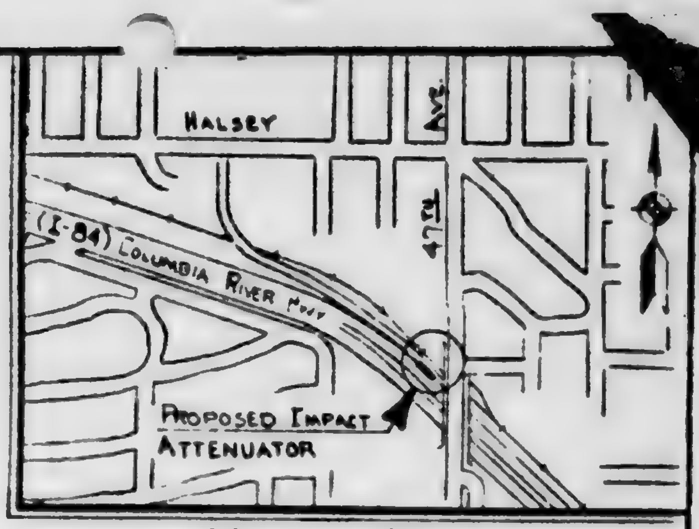
ALIGNMENT AND EXTG. UTILITIES


RTLAND
"LREB"
7°42'58" Rev. C.
0°52'59"
Ti 61.65'
119.90'
"LR"
0°30'00" C.R.
Δ 0°50'04"
T 83.45'
OLLADAY ST.
"LREB" 2197+20.79 P.C.
"LR" 2197+10.65 P.C.
"LREB" 2198+44.00 P.R.C.
"LR" 2198+85.55 P.T.
"LREB" 2200+83.87 P.T.
UNION PACIFIC RAILROAD
"LR" LINE
2200
N 55°12'30" E
EST BOUND
"L" LINE
1200
N 54°03'48" E
BOUND
N.E. WILLOW ST.
4" Gas
2" Water
Temp. Ease.
Temp. Ease.
8
10
"L" 1198+76.20 P.C.
Need Attenuator
"L"
0°30' C.R.
Δ 1°52'53"
188.16'
"L" 1202+32.86 P.R.C.
"L" 1204+00.51 P.T.
6" Water
"L"
0°30' C.L.
Δ 0°44'18"
73.83'
4" Gas
4" Gas
N.E. 63 RD. AVE.
N.E. HASSALO ST.
Sec 31
Sec 32

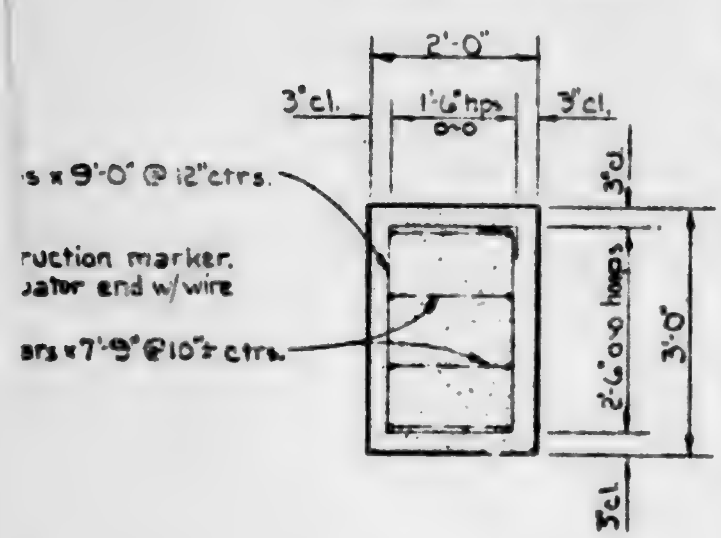

Varies 30'-5" to 30'-9" to "L" Line
9'-4" "WH" Line
2'-0"
1'-0"
Thrie beam side panels.
2'-6"
1'-8"
6"
0% Slope
6"
Slope Varies
3"
#5 transv. barsx2'-8"@12"ctrs.
3'-0"
4-#5 longit. bars x 19'-11" @ 10"± ctrs.
3'-0"

SECTION A-A

Scale. 3/4"=1'-0"
(Looking back on Station)


HALSEY
Ave
47th
(I-84) COLUMBIA RIVER HWY
PROPOSED IMPACT ATTENUATOR

VICINITY MAP


2'-0"
3"cl.
1'-6" hps o-o
3"cl.
s x 9'-0" @ 12"ctrs.
ruction marker.
uator end w/wire
ars x 7'-9" @10"± ctrs.
3"cl.
2'-6" o-o hoops
3'-0"
3"cl.

SECTION B-B

Scale. 3/4"=1'-0"

ATTENUATOR NOTES:

The impact attenuator shall be a one Directional G-R-E-A-T system (with Hex-Foam cartridges) for concrete type backup, as manufactured by Energy Absorption Systems Inc., See Special provisions.

Details of attenuator not specifically shown on this drawing shall be furnished by the manufacturer and approved by the Engineer.

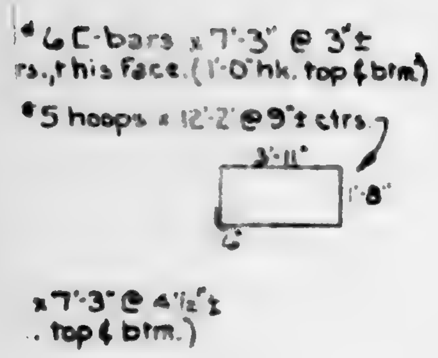
Concrete for pad and anchor block shall be Class 4,000-1½" (fc = 1600 psi.)

Reinforcing steel shall conform to ASTM Specification A615 (S1) All bars shall be Grade 60 and shall be placed 2" clear of nearest face of concrete unless shown otherwise.

The final alignment of the attenuator shall be determined and approved by the Engineer according to the traffic pattern.

Attenuator Data:

Vehicle weight range 2250-4500 lbs.
Average "G" load for unit 5.88 "G's" for 50mph.
7.12 "G's" for 55 mph.
8.47 "Gs" for 60 mph.


#6 C-bars x 7'-3" @ 3"±
rs., this face. (1'-0" hk. top & btm.)
#5 hoops x 12'-2' @ 9"± ctrs.
3'-11"
1'-8"
6"
x 7'-3" @ 4½"±
. top & btm.)

APPROVED
PE
BRIDGE ENGINEER
DESIGNED R. Lee
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

IMPACT ATTENUATOR STA "L" 1152+60± (LT.)
NE 39TH AVE - NE 87TH AVE SEC.
COLUMBIA RIVER HWY (I-84) MULT. CO.

IMPACT ATTENUATOR DETAILS

DATE
BRIDGE NO. 16624
SHEET 20 OF
DRAWING NO.

1983 NE 39th Ave.-NE 87th Ave. 9594
Sec., Col. R. Hwy. (Grad., pav.,
struct., sign., illum. & sig.) #2

7574

I-84

Banfield D.

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: July 23, 1982 DES 23
9555A
16188

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT: Banfield - LRT Project
39th Avenue - 87th Avenue
Illumination and Signing
BRS 9555A,16188

1 Versteeg ✓
Anderson
2 Adams
Olsen
Sullivan
Terpin
Troub
Wakefield

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JUL 26 1982
ROAD DESIGN
SECTION

Do
Return
Drain
Action

On Wednesday, July 21, Gordon Ballard and I met with Don Adams and Bill Beard to discuss the urgency of obtaining "Temporary Protection and Direction of Traffic" plans. These plans are needed by the Bridge Section for the development of the temporary illumination plans. Road Design is going to make a concerted effort to furnish the necessary plans, providing them on a piecemeal basis in order for us to start our work.

Don Adams and I learned from Dwayne Hofstetter that the final sign plan would be approved by the FHFWA that day. Cross sections of the permanent structural sign supports will start to become available on a piecemeal basis around July 28, 1982.

LLW:jrb

cc: ✓D. R. Adams
G. J. Ballard
J. E. Backstrand

REFERRED TO
1 Beard WGB Stoudenmeyer
Cole 2 Mann NBM
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Contains
Recycled
Materials
81-125-1387

SP*75683-12

9574 I-84

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA

TO: Donald R. Adams
Final Design Engineer

DATE: July 21, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan Review
~~N.E. 58th Ave.-N.E. 87th Ave. Section~~
Columbia River Highway

1 Versteeg ✓
Anderson
3 Adams
2 Olson
Sullivan
Terpin

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JUL 23 1982
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Return
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Action

As discussed with you on July 21, 1982, we feel that the wall shown on sheets 2B-3 and 4A is inadequate for this type of facility.

Since the use of this wall will be located in the gore of a freeway on-ramp, we feel safe in saying that 45 MPH or greater speeds will occur in the immediate area. With speeds in this range, we do not feel that the 25 foot taper is adequate to prevent vehicles from colliding with the wall.

If the sound wall is specifically needed in this area, it would appear to us that an impact attenuator may be more appropriate for the rail/wall end treatment rather than tapered end treatment shown in the plans.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

DW:np

Don please review & discuss
Hd

REFERRED TO
Beard
Stoudenmeyer
Cole
1 Mann NEM
Eriksen
Watson
Hager
Dorn
Leu
Return
Do
File
Due
BY FINAL DESIGN ENGINEER

Will rough draft letter to Bridge to Design a GREAT Attenuator NEM

8/2/82
A.

Need recommended solution
Also, what are criteria
for using the tapered
nosing, when done
& when not.

7514

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

[illegible]

TO: ~~H.~~ S. Coulter
State Highway Engineer

DATE: July 20, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1320
Crossing No. 2A-5.39-A

Attached is a copy of Order No. 82-503 issued by the Public Utility Commissioner on July 16, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give copy to Proj. Manager
M. Payne
R. A. Sandmann
J. L. Sollis
W. J. Hart

RECEIVED
STATE HWY ENGR
JUL 20 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

H. S. COULTER

ORDER NO. 82-503

ENTERED July 16, 1982

PUC CROSSING NO. 2A-5.39-A
DOT CROSSING NO. 809 164 F

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1320

In the Matter of the Application of STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION for the authority, pursuant to ORS 763.030, to alter a separated crossing of NE Halsey Street and Union Pacific Railroad Company, main line, in Portland, Multnomah County, Oregon.	ORDER

On February 19, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing overcrossing of NE Halsey Street, a street under its jurisdiction, and the main track and right-of-way of Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC staff, by letter dated March 3, 1982; and Union Pacific Railroad Company, by letter dated April 13, 1982. Applicant amended its application by letters dated March 4, and June 30, 1982.

Copies of the application were duly served on Union Pacific Railroad Company, Tri-County Metropolitan Transit District (Tri-Met), Multnomah County, City of Portland, and applicant. No objection by any party has been made to the granting of the application as amended.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan's Gulch area of Portland. Concurrently, Tri-Met is constructing a double-track rail line (for light rail transit use) between Portland and Gresham.

Through the Sullivan's Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and the Banfield freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to alter this existing overcrossing structure to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to alter the overcrossing structure by widening bents one, two, and three to align with the new NE Halsey Street on-ramp to the Banfield Freeway. The widened structure will be 40 feet 2 inches in width to accommodate two 17-foot travel lanes.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter the existing overcrossing structure of NE Halsey Street, as requested herein, is hereby granted.

2. Applicant shall:

    a. Alter the overcrossing structure in accordance with Oregon Department of Transportation Drawing No. 36443, dated January 1982, and bear all the cost thereof;

    b. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least 30 days in advance of any impairment;

    c. Maintain the overcrossing structure, including the beam bearing assemblies, and bear all the cost thereof;

    d. Maintain all highway appurtenances to the overcrossing structure, and bear all the cost thereof;

e. Bear all the cost of damage to the overcrossing structure caused by motor vehicle traffic on the highway; and

f. Notify the Commissioner upon the completion of the project.

3. Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the structure, and bear all the cost thereof.

Upon completion of alterations to the overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company minimum clearances. While the structure is being altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragrah 2.b. above.

Made, entered, and effective 7/16/82.

JOHN J. LOBDELL
Public Utility Commissioner

[illegible]

I-84

ROAD DESIGN SECTION

DES 16

Tony George, Coordinating Engineer
Environmental Section

July 12, 1982

A D Olson

A. D. Olson
Preliminary Design Engineer

1 Versteeg ✓
V Anderson
Adams
Olsen
Sullivan
Terpin
Trout
Wekerlig

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JUL 13 1982
ROAD DESIGN SECTION

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Action

Noise Mitigation Cost Estimates
for Donald E. Long Juvenile Home
65th-67th (South) Section
Banfield Transitway (I-84)
Multnomah County
Prefix 26-1929-907-04P1

A freestanding concrete shoulder wall would be the most feasible type of noise barrier to construct for this section of the project.

The 60th to 65th Avenue (South) noise barrier to the west was also proposed as a freestanding concrete shoulder wall and this section of wall would be a continuation of that wall. The 60th to 65th Avenue noise wall was proposed with a 30-foot stepped transition section between Stations 1211+25 and 1211+55 Rt. This transition section would be eliminated if the noise wall is continued from Station 1211+25 Rt.

The following noise wall cost estimates do not include safety barrier, as concrete shoulder barrier is being designed into this section of the project.

NOISE WALL COST ESTIMATES

Wall	Length	Top of Wall Elev.	Stepped Transition Sec.	Total Cost
1	835'	220º	30'	$240,000
2	575'	220º	30'	$180,000
3	835'	224º	50'	$300,000
4	575'	224º	50'	$230,000

There would be no apparent adverse impact to the road design by constructing any of these alternatives.

ADO:ja

REFERRED TO
Beard
Stoudenmeyer /
Cole
Mann
Erikson
Watson
Hager
Dorn
Leu
[✓ Return] Discuss Do File Due
~~BY~~ FINAL DESIGN ENGINEER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 3

TO: J. H. Versteeg
Road Design

DATE: June 30, 1982

FROM: Anthony J. George, Coordinating Engineer
Environmental Section

Tony

2 Versteeg
Anderson
Adams
1 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 2 1982
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up __/__/__
Action

SUBJECT: Noise Mitigation Cost Estimates
For Donald E. Long Juvenile Home
65th-67th (south) Section
Banfield Transitway (I-84)
Multnomah County

A sound barrier is being considered to lower the noise levels at the Donald E. Long Juvenile Home. The sound barrier will be a continuation of a proposed sound barrier west of this area. Two barrier heights and two barrier lengths are being studied, see Figures 1 and 2. Please provide us with an estimated cost for each of the following sound barrier configurations:

1 - Height = 10-14 ft., Length = 835 ft.

2 - Height = 10-14 ft., Length = 575 ft.

3 - Height = 14-18 ft., Length = 835 ft.

4 - Height = 14-18 ft., Length = 575 ft.

Cost estimates should also include the 30 ft. stepped-transition section at the easterly end of the 10-14 ft. barrier and the 50 ft. stepped-transition section for the 14-18 ft. barrier.

In addition, provide us with possible alternative engineering designs. Other assessments relating to engineering feasibility would be appreciated.

AJG:SL:kh

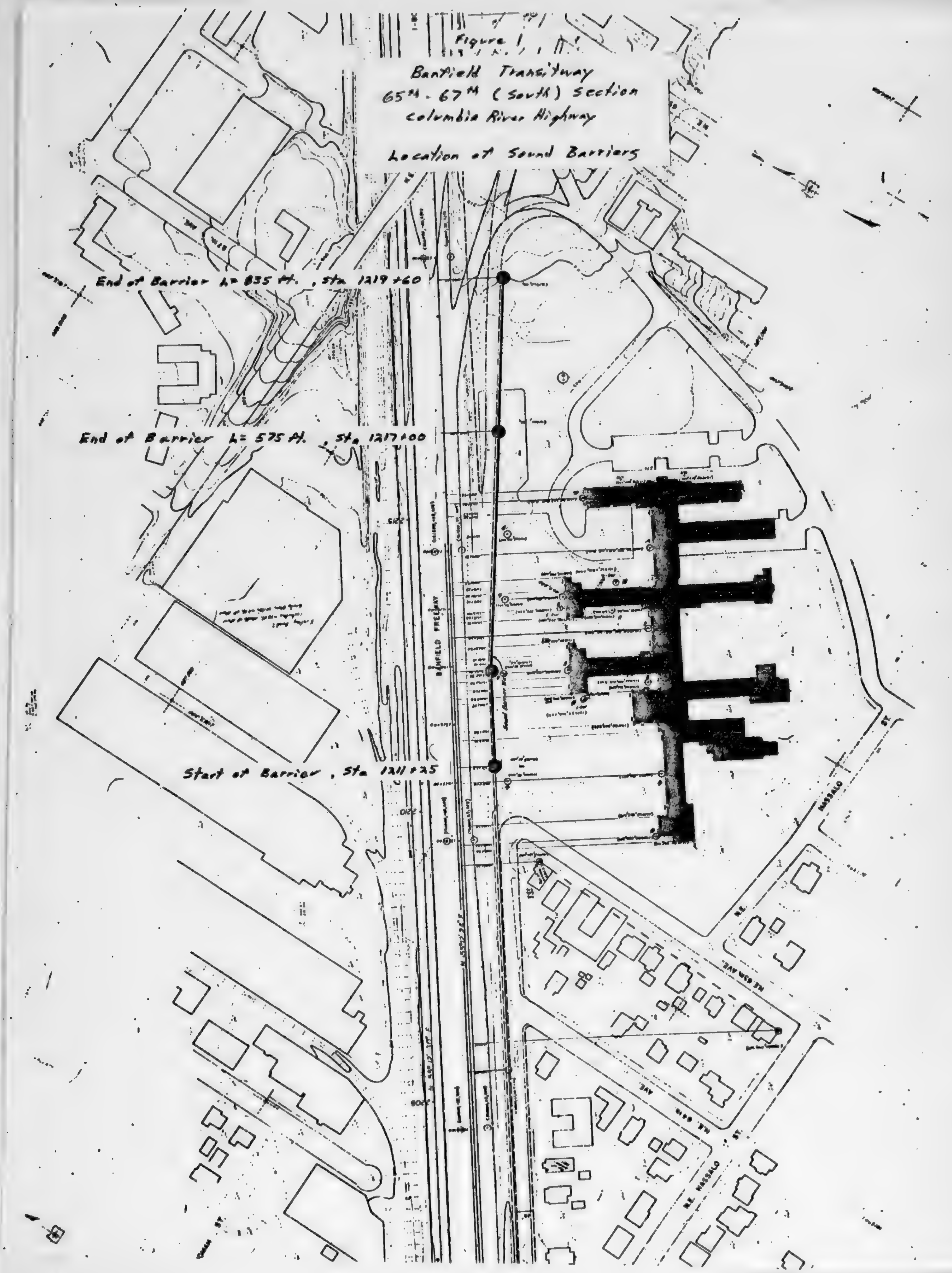

Figure 1

Banfield Transitway
65th - 67th (South) Section
Columbia River Highway

Location of Sound Barriers

End of Barrier L= 835 ft. , Sta 1219+60
End of Barrier L= 575 ft. , Sta 1217+00
Start of Barrier , Sta 1211+25
BANFIELD FREEWAY
N.E. 65th AVE.
N.E. 66th AVE.
N.E. HASSALO ST.
HASSALO ST.

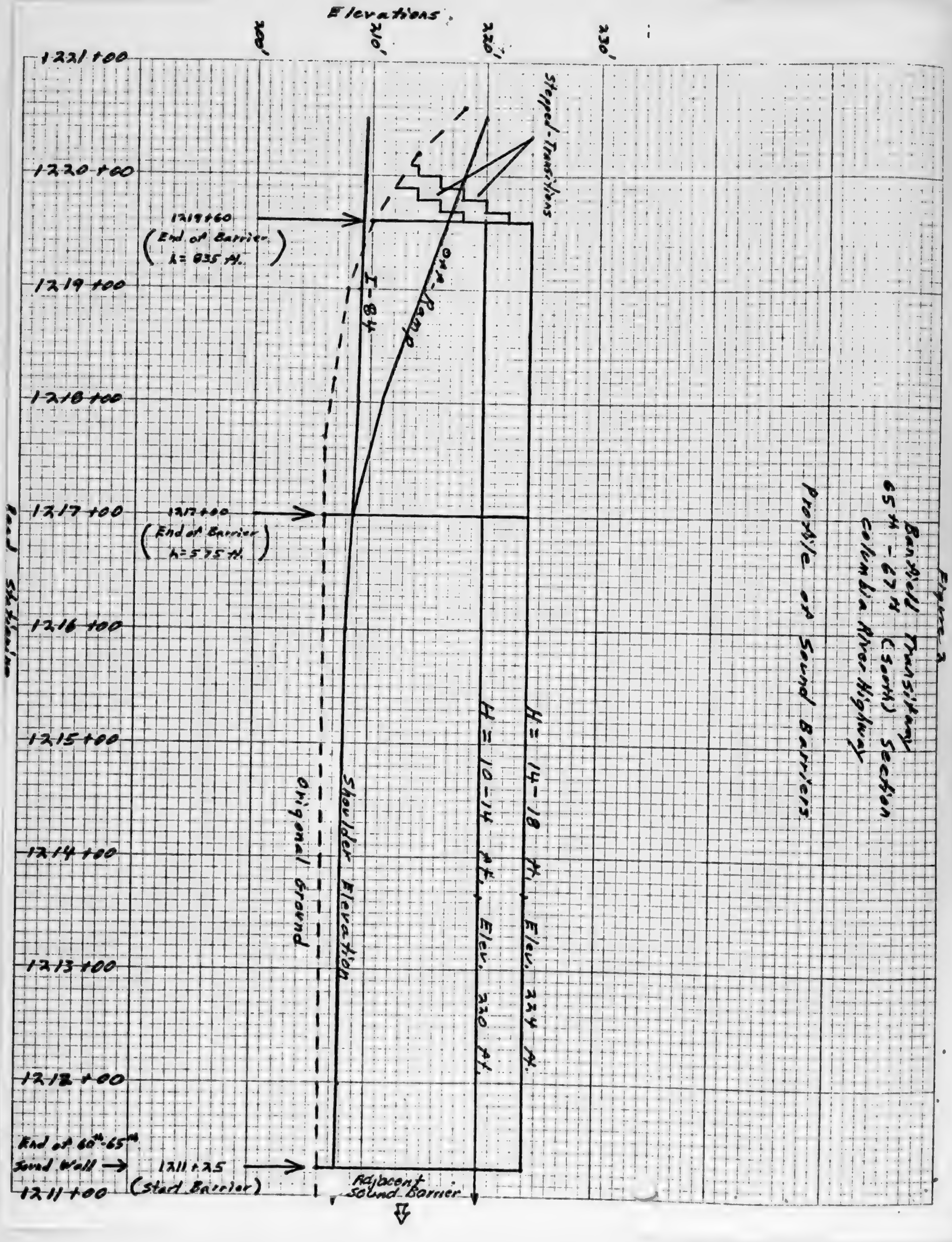

Figure 3
Banfield Transitway
65th - 67th (South) Section
Columbia River Highway
Profile of Sound Barriers

Elevations:
200'
210'
220'
230'
1221+00
1220+00
1219+00
1218+00
1217+00
1216+00
1215+00
1214+00
1213+00
1212+00
1211+00
Road Stationing
Stepped-Transitions
1219+60 (End of Barrier h= 8.35 ft.)
1217+00 (End of Barrier h= 5.75 ft.)
I-84
Off-Ramp
Origenal Ground
Shoulder Elevation
H = 10-14 ft., Elev. 220 ft.
H = 14-18 ft., Elev. 224 ft.
End of 60th-65th Sound Wall →
1211+25 (Start Barrier)
Adjacent Sound Barrier

7594

I-84N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Highway Engineer
J. H. Versteeg, Road Design Engineer
G. A. Potter, Manager, Environmental Section

DATE: July 7, 1982

FROM: Anthony J. George, Coordinating Engineer
Environmental Section

Tony

SUBJECT: Noise Mitigation Recommendations
~~68th-74th Avenue (North)~~ Section
Columbia River Highway
Multnomah County

58th – 87th

Attached is our completed noise study report on the subject noise barrier section. This is our 17th report in the series of 19 Banfield reports. Two additional reports will be prepared at Bob Sandman's request, for a total of 21.

The recommended noise barrier is described in the report summary. The attached figure and table summarizes the mitigation proposals which have received final approval as of this date.

Your approval is requested.

AJG:kh

Attachment

No
not reasonable
① off Right
② trees
③ crime
④ maintenance
5 Fence or wall

On north side of RR
Noise should reduce an infinitesimal amount with [illegible] ! (widen to south)
10 8-plexes – (some w/ window air conditioners)

$3,125/unit
$800/dBA/unit

Not adjacent to our work area, question going north of RR to do this.
AO. 7/9/82

Walls & costs are comparable to previously approved facilities.
7/9/82

1 ✓
Anderson
Adams
2 ✓ Olson aO
Sullivan

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BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

82nd-84th Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

July, 1982

1 Versteeg ✓
Anderson
dy Adams
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Return To
Bring
Action

TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 2

PROJECT DESCRIPTION 2

TRAFFIC NOISE IMPACTS AND MITIGATION 3

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 5

MITIGATION OF CONSTRUCTION NOISE IMPACTS 5

LOCAL COORDINATION 5

LIST OF PREPARERS 6

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
82nd-84th Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 82nd-84th Avenue (South) Section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Fourteen residential structures (2 multi-family, 12 single-family) along the subject section of the Banfield Freeway are predicted to exceed the FHWA design noise level in year 1990. Twelve of these structures are subject to the exterior design noise level of Leq 67 dBA, and the other two are subject to the interior design noise level of Leq 52 dBA.

The FEIS and the Acoustics Technical Report stated that an earth berm to mitigate traffic noise would be constructed if excess material was available. At the present time there is not any excess material available. However, if, in the future, any excess material becomes available, an earth berm is recommended. Design details and noise characteristics are contained in this report. The cost of the berm would be negligable, since it would be a disposal site for excess material.

Banfield Transitway Final Noise Study Report
82nd-84th Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 82nd-84th Avenue Section, on the north side of the Banfield Freeway.

Figure 1 shows the location of the 82nd-84th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific Railroad. The alignment of the freeway would be shifted southward approximately 40 feet to allow for the new light rail system. The existing eastbound 82nd Avenue off-ramp which now exits onto N.E. Wasco Street would be realigned to exit onto N.E. Multnomah Street. N.E. Wasco Street would become a deadend street with a cul-de-sac (see Figure 2).

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 82nd and 84th Avenues, on the south side of the Banfield Freeway. The affected residential structures are bordered by N.E. Wasco and N.E. Multnomah Streets as as shown in Figure 2. Future (1990) traffic noise levels will exceed the FHWA exterior design noise level at 12 residential structures and the FHWA interior design noise level at two residential structures. The two residences where the interior design noise level is applicable (Houses 2 and 3 on Figure 3) have exterior activity areas shielded from the roadway in such a manner that the exterior design noise level is not exceeded. Hence, the interior design noise level of Leq 52 dBA applies, in accordance with FHPM 7-7-3. Predicted exterior noise levels at the affected residences vary from Leq 67 dBA to Leq 74 dBA. At the residences where interior design noise levels apply, the predicted interior noise level varies from Leq 56 dBA to Leq 59 dBA. Noise predictions are slightly higher than those detailed in the Acoustics Technical Report. The Acoustics Technical Report states that 10 single-family residences will exceed the design noise level, while actually there are 14.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Since noise barriers were limited to earth berms in the FEIS and the Acoustics Technical Report, concrete sound walls were not investigated.

An earth berm was investigated to mitigate traffic noise. The berm would be 240 feet in length, and would vary in height from 0 to 11 feet. However, all excess material in this section of the project is committed to other areas at this time. Therefore, the berm is not presently recommended.

However, if excess material does become available, the earth berm is recommended for construction. The berm would mitigate noise levels 3 to 4 dBA at nine residences, and would achieve the FHWA exterior design noise level at six of these residences. A longer more effective berm is not feasible, since the cul-de-sac of N.E. Wasco Street requires so much right-of-way. Construction of the berm would require the removal of three large (approximately 24" diameter) trees. The location of the berm as shown in Figure 3 could be varied somewhat depending on aesthetics and practicality (sight distance considerations, etc.)

The earth berm would not cost anything, as the berm would serve as a disposal sight for excess excavated material. There would be two options for construction of the earth berm, which is detailed on Figure 5. If the berm was constructed with 2:1 side slopes, approximately 3,000 cubic yards of material could be used. If the berm was constructed with 3:1 side slopes, approximately 4,000 cubic yards of material could be used. The berm would be approximately 50 feet in width if 2:1 side slopes were used, and approximately 70 feet in width if 3:1 side slopes were used. Grass would be planted on the top and sides of the berm.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA interior design noise level of Leq 52 dBA is requested for Houses 2 and 3 on Figure 3. An exception to the achievement of the FHWA exterior design noise level of Leq 67 dBA is requested for Houses 4 through 15. Justification is contained in the Acoustics Technical Report.

In the case that the earth berm detailed in this report is constructed, the exception will not be required at Houses 4 through 9 (see Figure 3), because the design noise level would be achieved.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 82nd-84th Avenue (South) road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

During the field investigation, it was found that the exterior activity areas of Houses 2 and 3 in this road segment were shielded from the roadway in such a manner that the FHWA exterior design noise level of Leq 67 dBA would not be exceeded. Subsequently, in accordance with FHPM 7-7-3, interior noise levels were studied. The predictions for the structures subject to the FHWA interior design noise levels were taken at top of window height. Corresponding interior noise levels with windows open were found by subtracting 10 dBA from the exterior predictions. The 10 dBA is a building reduction factor recommended by FHWA for wood frame structures with windows open.

The Acoustics Technical Report stated that an earth berm would be constructed provided that excess excavation material was available. The design and noise reduction characteristics of that berm are detailed in this report.

TRAFFIC

The traffic data used for noise predictions in the 82nd-84th Avenue (South) road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 82nd Avenue off-ramp - I-205 NB on-ramp). Supplemented predictions for the 82nd Avenue off-ramp and 82nd Avenue were made by the ODOT

Traffic Analysis Section. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken along Wasco Street near the intersection with the proposed 82nd Avenue off-ramp (see Figure 2). The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the front yard of the apartment structure at a height of 5 feet above ground, approximately 190 feet from the centerline of the existing Banfield Freeway.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

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*Nagra IV-S recorder in conjuction with a B & K Type Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 14 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose, which is to improve traffic conditions along the Banfield Freeway.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with one of the primary aims of the project, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the roadway is already in a slight cut section, which provides some noise mitigation due to cut slope shielding. More noise reduction could be achieved by further lowering of the proposed freeway grade. However, such a mitigation measure would require extensive excavation, since the proposed roadway utilizes the present grade of the existing roadway. This type of mitigation measure was not considered feasible or practical, so was not investigated further.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls were judged impractical in the Acoustics Technical Report because of excessive cost compared to the amount of noise mitigation achieved. Earth berms were recommended in the Acoustics Technical Report in order to achieve noise mitigation at a more reasonable cost.

Besides the earth berm location detailed in the main section of this report, only one other location considered. This location is discussed below.

An Earth Berm Parallel to 82nd Avenue Off-Ramp

An earth berm further north of the berm detailed in the main section of this report parallel to the 82nd Avenue off-ramp was considered. Although this berm would be feasible for construction, it would not be as effective from an acoustical standpoint as the recommended berm. The closer a noise berm is to the houses that it is designed to protect, the more effective it is. For this reason, a berm closer to the freeway was judged to be impractical, therefore was not recommended.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
82nd-84th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (82nd Ave. off-ramp - I-205 NB on-ramp)	1990	4,850	440	53
82nd Ave. EB off-ramp	1990	282	18	30
82nd Ave.	1990	1,840	70	26

TABLE 2

Banfield Transitway Noise Study
82nd-84th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr. Autos	 Medium Trucks	 Heavy Trucks	 Speed (mph)
1	5-10-82 10:45 a.m.	68	69	190 ft. (Banfield)	2,355	84	120	55 (Banfield)
					522	12	12	15 (off-ramp)
					264	18	3	35 (on-ramp)

TABLE 3

Banfield Transitway Noise Study
84th-89th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BERM ELEVATIONS
(0-11 Foot Berm)*

Station	Elevation
1263+30 (Original Ground - Begin berm)	$245^{\underline{0}}$
1263+50 (Top of berm)	$255^{\underline{0}}$
1265+50 (Top of berm)	$255^{\underline{0}}$
1265+70 (Original Ground - End berm)	$244^{\underline{0}}$

*This berm is not currently recommended due to lack of excess material. However, if excess material becomes available the berm will be constructed.

TABLE 4

Banfield Transitway Noise Study
82nd-84th Avenue (South)
Columbia River Highway
Multnomah County

DESIGN AND NOISE CHARACTERISTICS OF EARTH BERM*

Type	Location	Length	Height	Exterior LEQ No Berm	Exterior LEQ With Berm	Reduction	Cost
Earth Berm	1263+30-1265+70 Rt.	240'	0-11'	66-74	63-74	3-4	N/A

---

*This berm is not currently recommended due to lack of excess material. However, if excess material becomes available, the berm will be constructed.

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

Banfield Transitway Noise Study
82nd-84th Avenues (South)
Columbia River Highway
Multnomah County

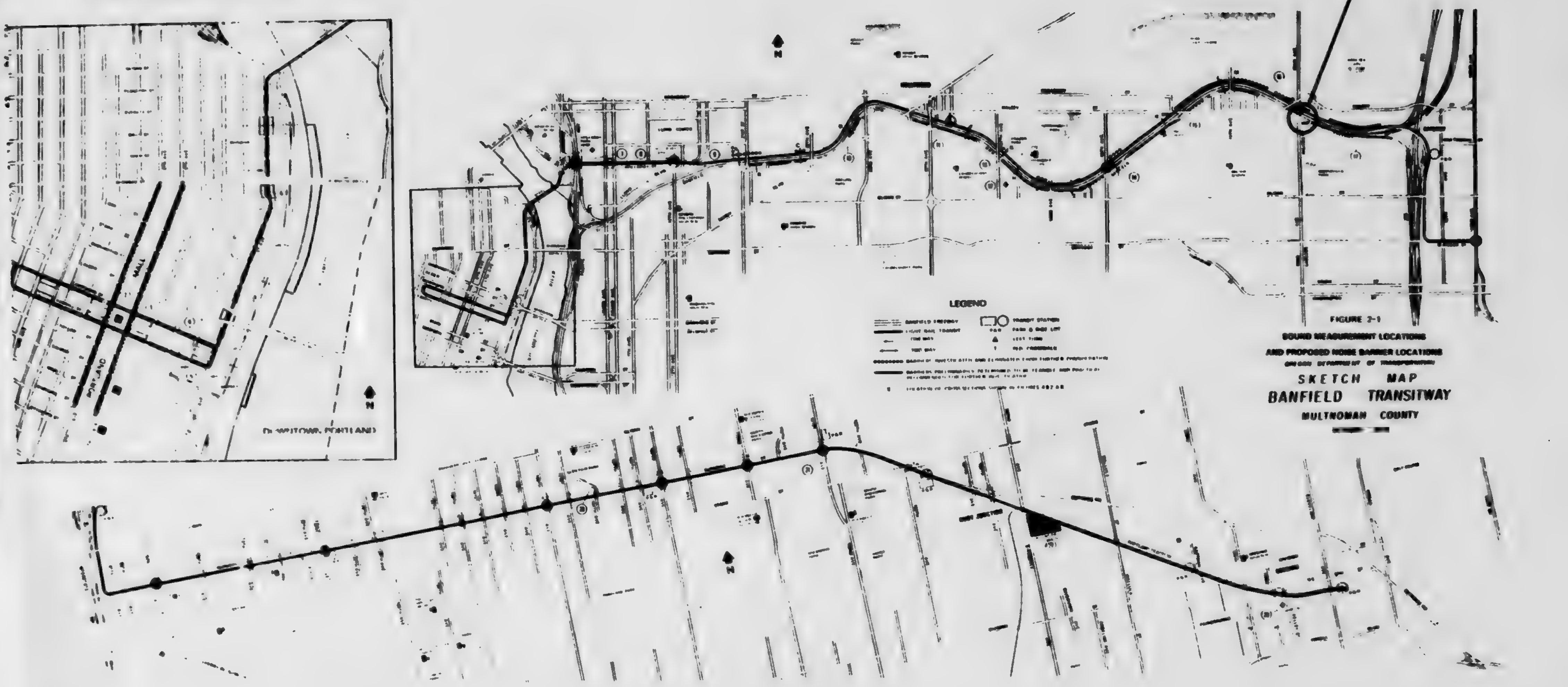
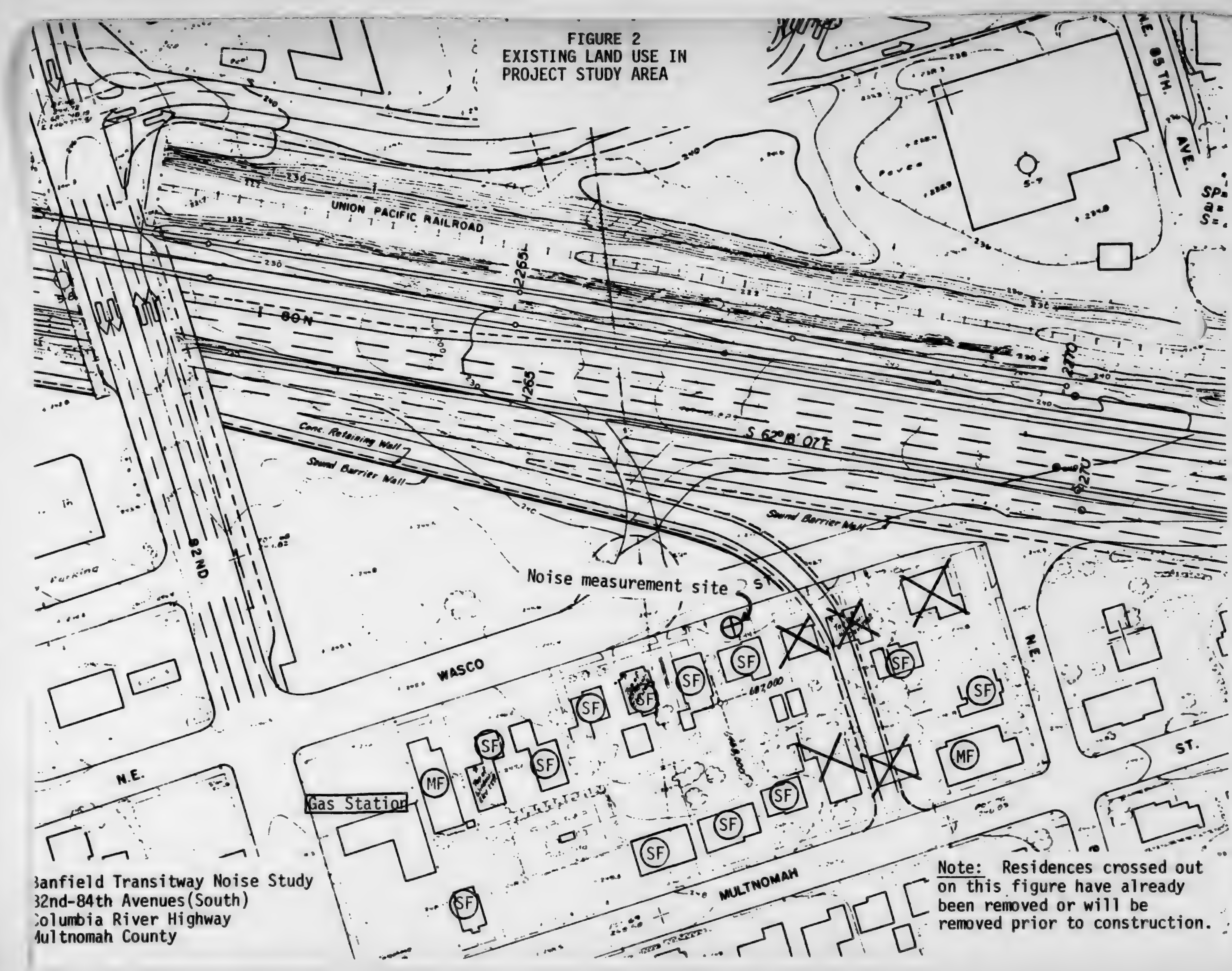

STUDY AREA
LEGEND
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
DOWNTOWN PORTLAND
N

FIGURE 2
EXISTING LAND USE IN
PROJECT STUDY AREA


N.E. 85TH. AVE.
UNION PACIFIC RAILROAD
I 80N
2265L
265
2270
S 62°18' 07"E
Conc. Retaining Wall
Sound Barrier Wall
Sound Barrier Wall
82ND
Parking
Noise measurement site
WASCO
N.E.
N.E.
ST.
MULTNOMAH
SF
MF
Gas Station

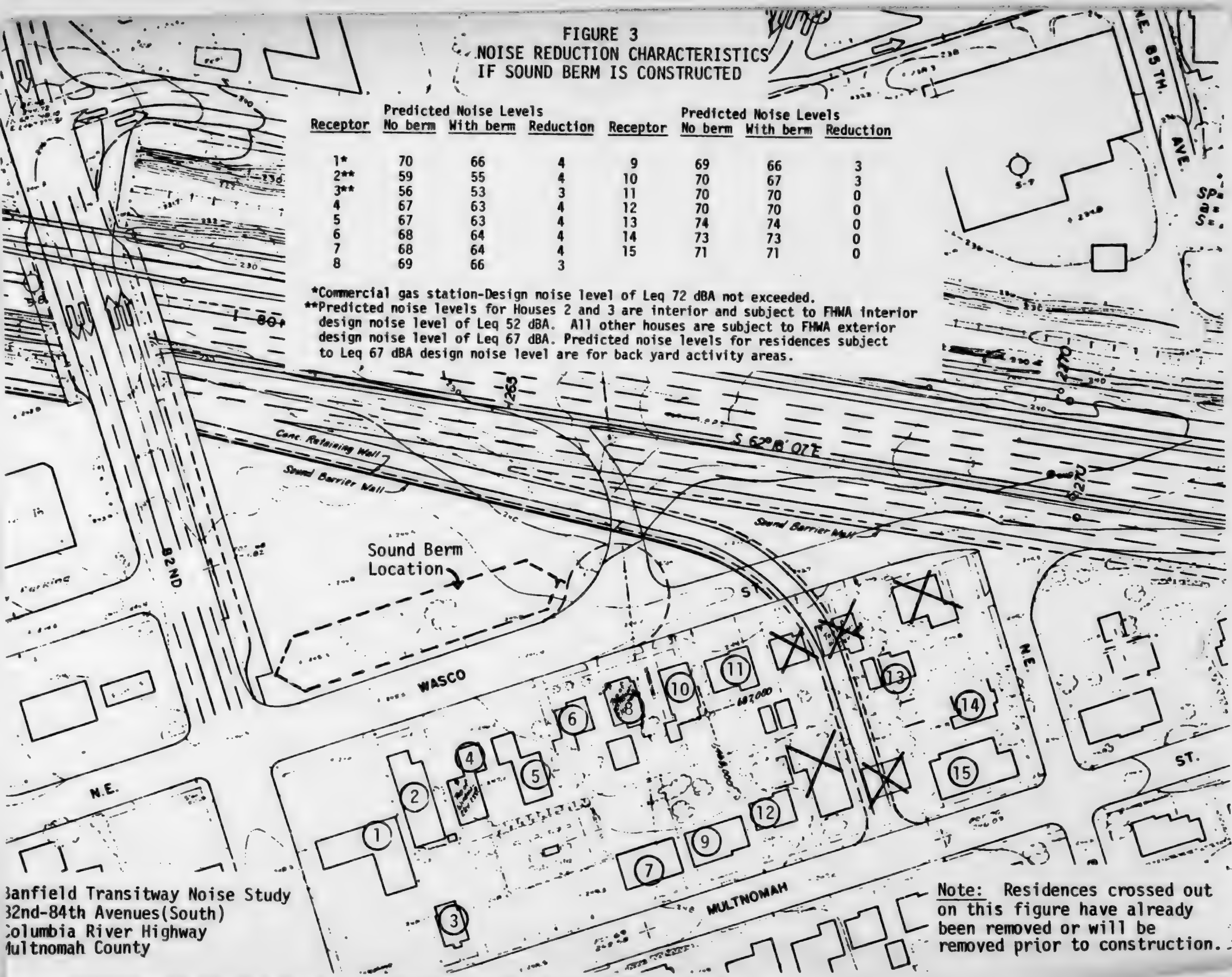
Banfield Transitway Noise Study
82nd-84th Avenues(South)
Columbia River Highway
Multnomah County

Note: Residences crossed out on this figure have already been removed or will be removed prior to construction.

FIGURE 3
NOISE REDUCTION CHARACTERISTICS IF SOUND BERM IS CONSTRUCTED

Receptor	Predicted Noise Levels No berm	Predicted Noise Levels With berm	Reduction	Receptor	Predicted Noise Levels No berm	Predicted Noise Levels With berm	Reduction
1*	70	66	4	9	69	66	3
2**	59	55	4	10	70	67	3
3**	56	53	3	11	70	70	0
4	67	63	4	12	70	70	0
5	67	63	4	13	74	74	0
6	68	64	4	14	73	73	0
7	68	64	4	15	71	71	0
8	69	66	3				

*Commercial gas station-Design noise level of Leq 72 dBA not exceeded.
**Predicted noise levels for Houses 2 and 3 are interior and subject to FHWA interior design noise level of Leq 52 dBA. All other houses are subject to FHWA exterior design noise level of Leq 67 dBA. Predicted noise levels for residences subject to Leq 67 dBA design noise level are for back yard activity areas.


N.E. 85TH AVE.
82ND
Conc. Retaining Wall
Sound Barrier Wall
Sound Barrier Wall
S 62°18' 07"E
Sound Berm Location
WASCO
ST.
N.E.
N.E.
ST.
MULTNOMAH
1
2
3
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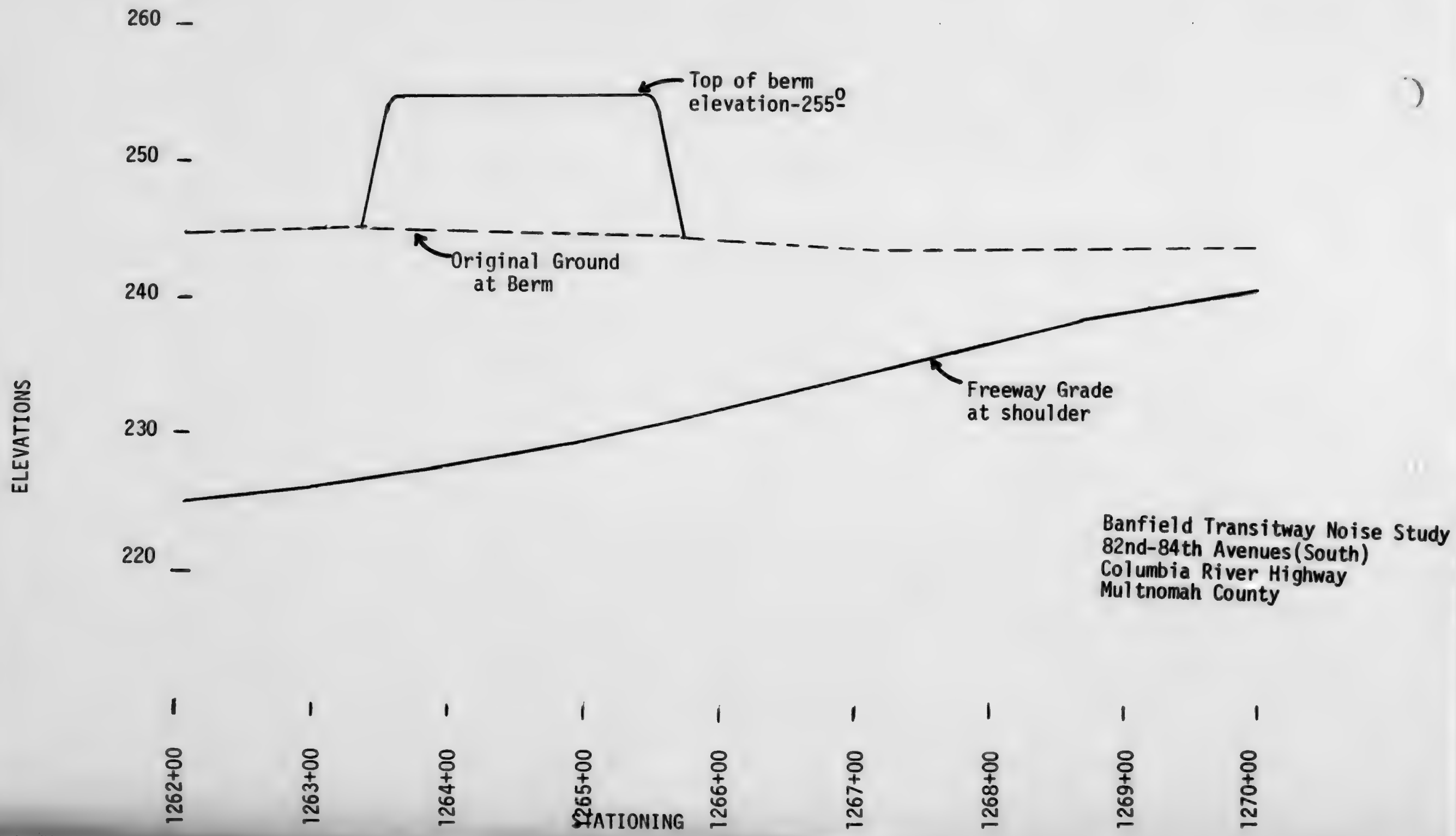
14
15

Banfield Transitway Noise Study
82nd-84th Avenues(South)
Columbia River Highway
Multnomah County

Note: Residences crossed out on this figure have already been removed or will be removed prior to construction.

FIGURE 4
SOUND BERM PROFILE(Will only be constructed if excess excavation material becomes available)



Banfield Transitway Noise Study
82nd-84th Avenues(South)
Columbia River Highway
Multnomah County

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BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

74th-79th Avenues (North) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

July, 1982

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Bring
Action

TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 3

PROJECT DESCRIPTION 4

TRAFFIC NOISE IMPACTS AND MITIGATION 4

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 7

MITIGATION OF CONSTRUCTION NOISE IMPACTS 7

LOCAL COORDINATION 7

LIST OF PREPARERS 8

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
74th-79th Avenues (North) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 74th-79th Avenue (North) Section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

The 74th-79th Avenue (North) Section is not one of the 19 mitigation areas intended for further study in the Acoustics Technical Report. A sound wall located along the Banfield shoulder was investigated but not recommended in the Acoustics Technical Report. The reason that the sound wall was not recommended was that the cost was considered excessive when compared to the benefit of the noise abatement realized.

However, since that time, the citizens of the area have appealed to the Department of Transportation to reconsider the sound wall. Also, the City of Portland has agreed to furnish right-of-way along Jonesmore Street on which to construct a lower and more economical sound wall. This report documents the reanalysis of the neighborhood noise levels and the evaluation of sound walls in the new location.

Nineteen single-family residences in the subject section are predicted to be exposed to noise levels exceeding the FHWA design noise level of Leq 67 dBA by year 1990. Predicted noise levels at the affected residences vary from Leq 68 to Leq 72 dBA.

Several precast post and panel concrete sound wall designs, 1,030 feet in length, and ranging in height up to 18 feet were investigated to mitigate noise levels in this roadway section. These sound walls would reduce

traffic noise levels up to 9 dBA in the affected area. The precast post and panel sound wall was investigated rather than the concrete block or cast-in-place concrete wall because more trees can be preserved with the precast wall.

Estimated cost of the most practical and effective sound wall is $245,000, with a cost per dwelling unit of $12,900 and a cost per dBA reduction per dwelling unit of $2,610. The cost of this sound wall would be $92,200 less than the estimated cost of the sound wall in the Acoustics Technical Report that was eliminated from further study.

The cost of this sound wall is considered excessive when compared to the benefit of the noise mitigation offered. The absence of multi-family units in this project section make the cost per dBA reduction per dwelling unit two to three times greater than the other sound walls recommended for other locations along the Banfield Transitway. For these reasons, this alternative sound wall is not recommended. Exceptions to the achievement of the FHWA design noise level will be requested for the additional affected residences in this section not covered in the Acoustics Technical Report.

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas.

The 74th-79th (North) roadway section, which is analyzed in this report, was identified in the 1980 Acoustics Technical as impractical for noise mitigation because the cost was considered to outweigh the benefit of noise mitigation. However, since that time, the citizens of the area have appealed to the Department of Transportation to reanalyze the sound wall based on location along City of Portland right-of-way just south of Jonesmore Street. The City of Portland has agreed to that location, providing certain conditions, involving tree preservation and pedestrian safety, are met. These considerations are discussed in more detail later in this report.

This Final Noise Study Report documents the results of the supplemental traffic noise analysis for this highway section. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels. This report suspersedes the noise analysis for this roadway section detailed in the Acoustics Technical Report.

PROJECT DESCRIPTION

The 74th-79th Avenue section is on the north side of the Banfield Freeway. Figure 1 shows the location of the 74th-79th Avenue (North) road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific Railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 74th and 79th Avenues, bordered by N.E. Jonesmore Streets and the Banfield Freeway on the south, and by N.E. Tillamook Street on the north (see Figure 2). Future (1990) traffic noise levels will cause the FHWA design noise level to be exceeded at 19 single-family residential structures in the freeway section. Since all the residential structures have exterior activity areas exposed to excessive traffic noise, the FHWA exterior design noise level of Leq 67 dBA applies. Predicted noise levels at the 19 affected structures vary from Leq 68 to Leq 72 dBA. The Acoustics Technical Report includes noise predictions slightly lower in this section than those predicted by ODOT. The Acoustics Technical Report states that 9 residential structures in this section will be exposed to traffic noise which exceeds the design noise level, while this report shows 19 residential structures predicted to exceed the design noise level.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several

designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most practical wall was selected and considered for construction in the project section. The alternative wall investigated in addition to the most practical wall are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete sound wall most practical for construction in this section would be a precast post and panel wall, 1,030 feet in length and varying in height from 9 to 14 feet. The wall would be a freestanding wall, located on City of Portland right-of-way along Jonesmore Street.

In order to fulfill commitments to the City of Portland, the sound wall would have to be located in such a manner as to minimize harm to existing trees and plantings. This would be done by locating the wall to the south of the existing trees, as shown in Figure 3. The sound wall would begin at Station 1239+00 left, approximately 10 feet south of the existing Jonesmore Street curb, and 10 feet east of the 74th avenue structure. The wall would then traverse southeast to the right-of-way line at Station 1241+00 left, and then proceed eastward along the right-of-way line to Station 1248+00 left. One or two trees may have to be removed near the west end of the sound wall to allow for the wall and bridge end connection.

A precast post and panel sound wall is the only type of sound wall that could be constructed and still preserve the root systems of the existing trees. The posts for this type of sound wall do not require extensive footing excavation. The most practical wall height (9-14 feet) is the highest sound wall that can be constructed using present designs. A higher post and panel wall would require spread footings and more extensive structural excavation, therefore defeating the main purpose of the post and panel wall, which is to preserve the existing trees and vegetation.

The City of Portland has also stressed that steps be taken to minimize the crime problem that may arise from construction of the wall. The City feels that criminals may hide behind the barrier and assault pedestrians along Jonesmore Street. This could be done by constructing a short section of chain link fence with a locked gate in the 10 foot section between the 74th Avenue structure and the west end of the sound wall. The gate would also allow access for maintenance underneath the 74th avenue structure.

There are several advantages of placing the sound wall at the right-of-way line rather than the curb line. Pedestrians could still walk on the south edge of Jonesmore Street. The sound wall would be behind the trees rather than blocking the view of the trees from the neighborhood. Maintenance of the sound wall would be easier. Also, placing the wall at the right-of-way line allows room for future improvements of Jonesmore Street, which is still largely unimproved in the project section.

The estimated cost of this sound wall is $245,000, with a cost per dwelling unit of $12,900 and a cost per dBA reduction per dwelling unit of $2,610. This sound wall was regarded as the most practical and economical height sound wall for this area, even though it was not the most cost effective. Details on the other sound wall alternatives studied are given in Appendix B to this report.

However, even though this sound wall is the most practical of all the sound wall alternatives, the cost per dBA per dwelling unit of this sound wall, $2,610, is considered to be excessive, and is 2-3 times higher than other sound barriers proposed for construction along the Banfield Freeway. For these reasons a sound wall was still not considered practical for this area. Therefore, no traffic noise mitigation is recommended for the 74th-79th (North) section.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA design noise level is requested for all 19 affected residential structures in the project area. Exceptions to the achievement of the design noise level have already been granted for nine of these 19 structures through publication of the FEIS and Acoustics Technical Report. This report and this exceptions section document the reanalysis of noise levels in the project section and the reasons why noise mitigation is impractical. Further justification for not mitigating this area is contained in this report.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

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Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

- Methodology
- Traffic
- Existing Noise Measurements and Model Validation
- Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 74th-79th Avenue (North) road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

During the field investigation, it was found that all the affected residences had exterior activity areas exposed to roadway noise in excess of the exterior design noise level of Leq 67 dBA. Therefore, in accordance with FHPM 7-7-3, only exterior noise levels were studied.

The initial noise barrier studied for this area was 12 feet in height and 1,405 feet in length, and was estimated to cost $337,200. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen and further analyzed for possible construction.

TRAFFIC

The traffic data used for noise predictions in the 74th-79th Avenue (North) road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 60th Avenue on-ramp - Halsey off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken in mid-block along Jonesmore Street between 75th and 76th Avenues (see Figure 2). The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the side yard of a residential structure at a height of 5 feet above ground, approximately 220 feet from the centerline of the existing Banfield Freeway.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

The measured value, Leq 60 dBA, appears quite low as compared to future predictions. This is because a 4-6 foot high earth berm presently exists between the 74th-79th neighborhood and the Banfield Freeway. This berm will be removed as a result of transitway construction, resulting in higher noise levels. The future noise level predictions reflect the removal of that berm.

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 19 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose, which is to improve traffic conditions along the Banfield Freeway.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with one of the primary aims of the project, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the roadway could be lowered to provide more noise attenuation due to slope shielding. However, such a mitigation measure would require extensive excavation, since the proposed roadway utilizes the present grade of the existing roadway. This type of mitigation measure was not considered feasible or practical, so was not investigated further.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls are the only feasible alternative noise barrier, since the earth berms were considered unfeasible because all the existing trees would have to be removed to provide space for a berm. A metal wall will also be allowed as a design option, to see if this would reduce the cost further.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. On this project, concrete walls were considered the most practical, so only those walls were analyzed for cost and acoustic effectiveness.

Concrete walls can be constructed with either concrete block, precast concrete or cast-in-place concrete. Construction costs are approximately the same for any of these types of wall. Precast post and panel walls are inestigated in this report, since the most trees would be preserved with that design. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 74th-79th (North) section, the sound wall was designed for location along Jonesmore Street right-of-way. The City of Portland has agreed to provide the right-of-way at no cost to the State. This location was judged more feasible than the shoulder of the Banfield Freeway, because this sound wall will also mitigate noise from the Union Pacific Railroad and the proposed light rail system. Also, it would take a much lower wall along Jonesmore Street to accomplish the same noise reduction as a higher wall along the Banfield Freeway.

The alternatives studied in addition to the alternative discussed in detail in the main section of this report are discussed below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

A Lower Sound Wall Between Stations 1242+20 and 1248+00

A sound wall in the same location, but five feet lower for the easterly 580 feet, was studied. It was found that design noise levels would not be achieved at eight additional residences if the lower sound wall were built. The sound wall discussed in the main section of this report would provide 1 to 5 dBA greater attenuation than this lower sound wall. The lower sound wall was not as cost effective as either of the other alternative sound walls (see Table 4). For these reasons, the lower sound wall was not considered practical.

A Higher Sound Wall Between Stations 1239+00 and 1242+20

A sound wall in the same location, but three to four feet higher for the westerly 320 feet, was studied. Even though the design noise level would not be achieved at any more residences than with the sound wall discussed in the main section of this report, the higher wall would offer 1 to 2 dBA greater noise reduction at eight residences. However, even though this higher wall is slightly more cost effective than either of the other two alternative walls (see Table 4), it was not considered the most practical sound wall. The higher wall would reach a height of 18 feet, which to too high for the present post and panel wall design. Either a modified post and panel wall with spread footings or a concrete block or cast-in-place wall with standard footings would have to be used to attain this additional height. Since either of these footing designs would disturb the existing trees, and since the design noise level would not be achieved at any additional residences with the higher wall, the higher wall was not considered practical.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (60th Ave. on-ramp - Halsey off-ramp)	1990	5,580	520	53

TABLE 2

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr. Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	4-21-82 2:00 p.m.	60	62	220 ft. (Banfield)	2,074	68	71	50

TABLE 3

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(9-14 Foot Wall Investigated But Not Recommended)

Station	Elevation
1239+00 (Tie into 74th Avenue Structure as appropriate)	$239^{\underline{0}}$
1240+40 (Stepped Section - Abrupt)	$239^{\underline{0}}/236^{\underline{0}}$
1241+00 (Stepped Section - Abrupt)	$236^{\underline{0}}/233^{\underline{0}}$
1241+60 (Stepped Section - Abrupt)	$233^{\underline{0}}/229^{\underline{0}}$
1242+00	$229^{\underline{0}}$
1245+00	$229^{\underline{0}}$
1248+00 (End of Sound Wall)	$229^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Wall Location	Height	Length	Exterior LEQ No Wall	Exterior* LEQ With Wall	Reduction	Wall Cost	Cost per Dwelling Unit	Cost per dBA Reduction per Dwelling Unit	Recommended
Freestanding post and panel	1239-1248 Lt.	4-13'	1030'	68-72	64-69	0-6	$185,000	$ 9,740	$2,985	No
Freestanding post and panel	1239-1248 Lt.	9-13'	1030'	68-72	63-69	0-9	$245,000	$12,900	$2,610	No**
Concrete block or cast-in-place concrete	1239-1248 Lt.	9-18'	1030'	68-72	63-69	0-9	$260,000	$13,690	$2,550	No

---

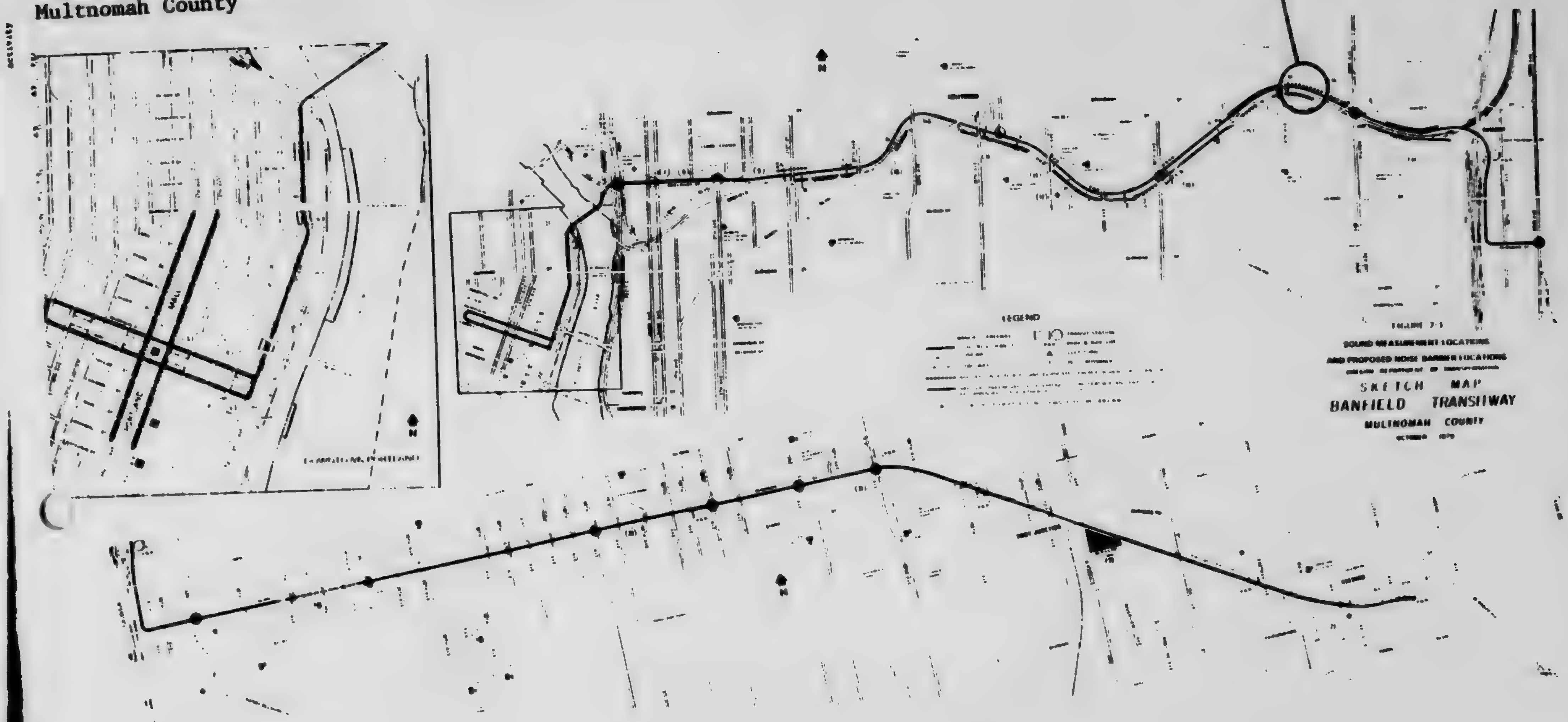
*NOTE: The upper limit Leq with wall is the same for all alternatives and refers to House #11 on Figure 3, which is out of the limits of noise mitigation for each of the barrier alternatives. Residences within the influence of the sound walls differ between alternatives, as explained in Appendix B to this report.

** - This sound wall alternative was judged to be the most practical of all alternatives studied, for reasons detailed in this report. However, even though it was the most practical, it was not recommended because of excessive cost.

APPENDIX D

Figures

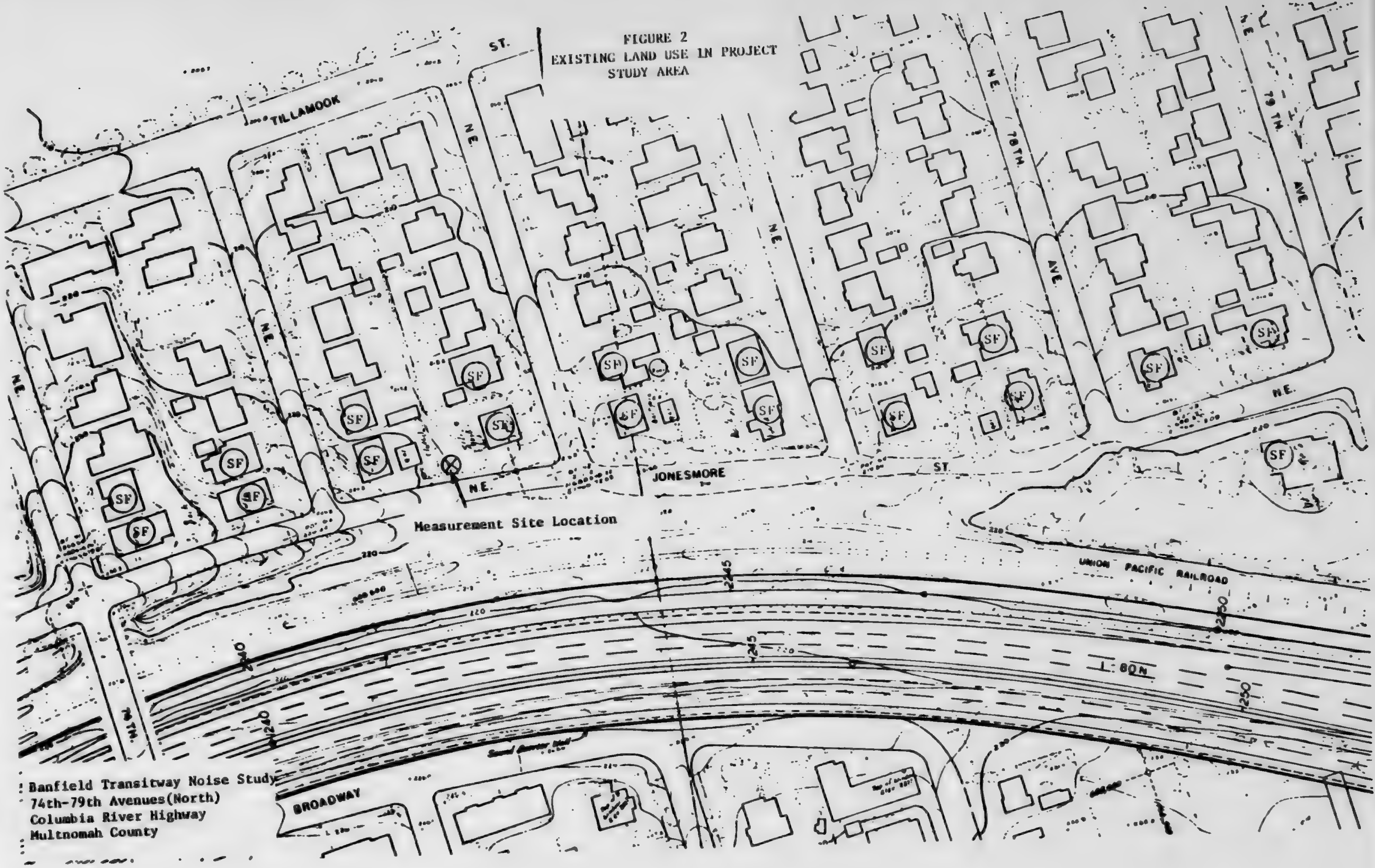
FIGURE1
PROJECT LOCATION



Banfield Transitway Noise Study
74th-79th Avenues(North)
Columbia River Highway
Multnomah County

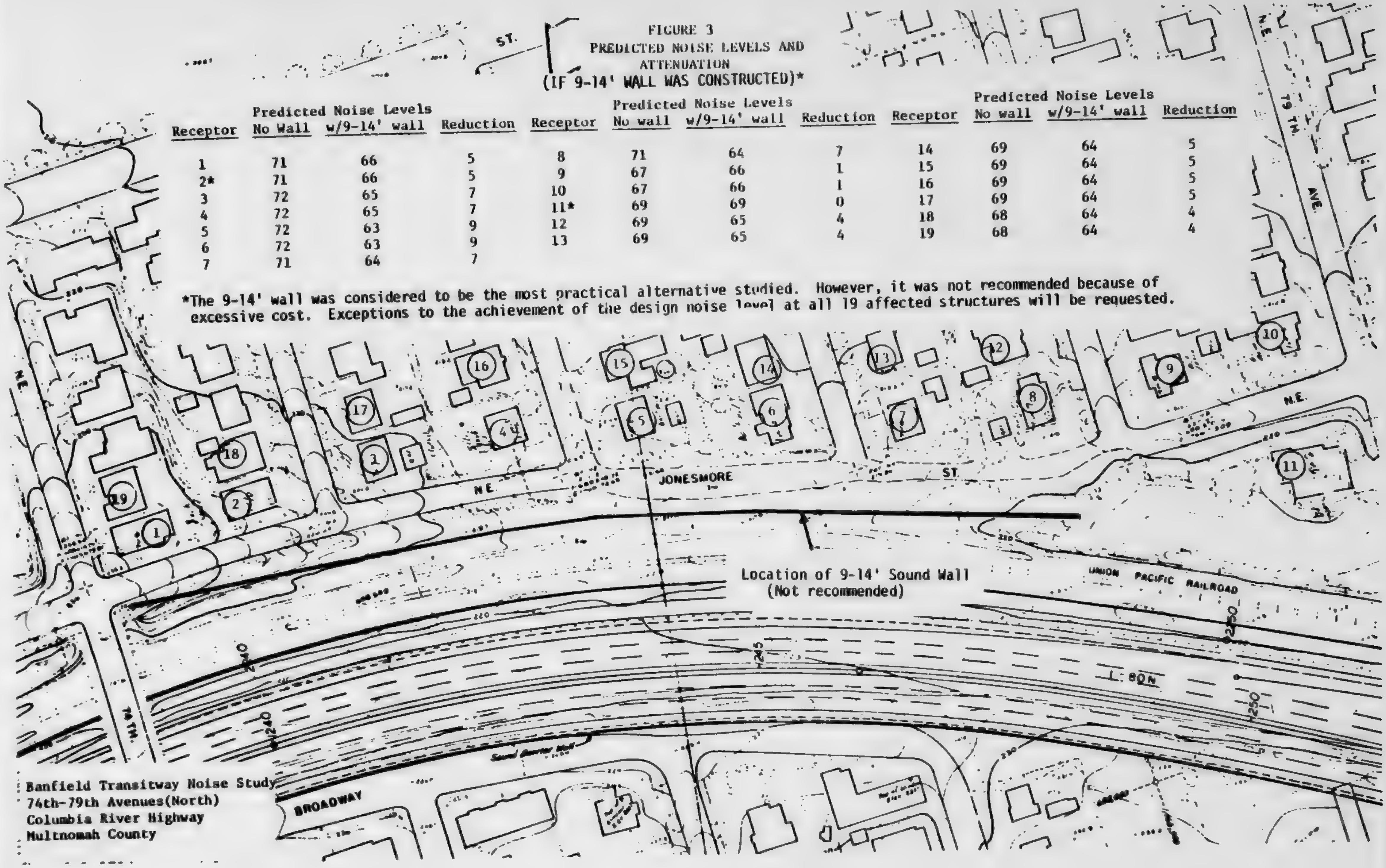
STUDY AREA
LEGEND
FIGURE 7-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
N
N
N

FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA


TILLAMOOK
ST.
N.E.
N.E.
N.E.
78TH.
AVE.
N.E.
79 TH.
AVE.
N.E.
JONESMORE
ST.
N.E.
SF
Measurement Site Location
UNION PACIFIC RAILROAD
I. 80N
2245
2250
2240
74TH.
BROADWAY
Sound Barrier Wall

Banfield Transitway Noise Study
74th-79th Avenues(North)
Columbia River Highway
Multnomah County

FIGURE 3
PREDICTED NOISE LEVELS AND ATTENUATION
(IF 9-14' WALL WAS CONSTRUCTED)*



Receptor	Predicted Noise Levels No Wall	Predicted Noise Levels w/9-14' wall	Reduction	Receptor	Predicted Noise Levels No wall	Predicted Noise Levels w/9-14' wall	Reduction	Receptor	Predicted Noise Levels No wall	Predicted Noise Levels w/9-14' wall	Reduction
1	71	66	5	8	71	64	7	14	69	64	5
2*	71	66	5	9	67	66	1	15	69	64	5
3	72	65	7	10	67	66	1	16	69	64	5
4	72	65	7	11*	69	69	0	17	69	64	5
5	72	63	9	12	69	65	4	18	68	64	4
6	72	63	9	13	69	65	4	19	68	64	4
7	71	64	7								

*The 9-14' wall was considered to be the most practical alternative studied. However, it was not recommended because of excessive cost. Exceptions to the achievement of the design noise level at all 19 affected structures will be requested.

ST.
N.E. 79 TH. AVE.
N.E.
N.E.
JONESMORE
ST.
N.E.
Location of 9-14' Sound Wall
(Not recommended)
UNION PACIFIC RAILROAD
I-80N
74 TH.
BROADWAY
Sound Barrier Wall
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
220
240
245
250

Banfield Transitway Noise Study
74th-79th Avenues(North)
Columbia River Highway
Multnomah County

FIGURE 4
NOISE BARRIER PROFILE
FOR 9-14' SOUND WALL
(NOT RECOMMENDED)

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

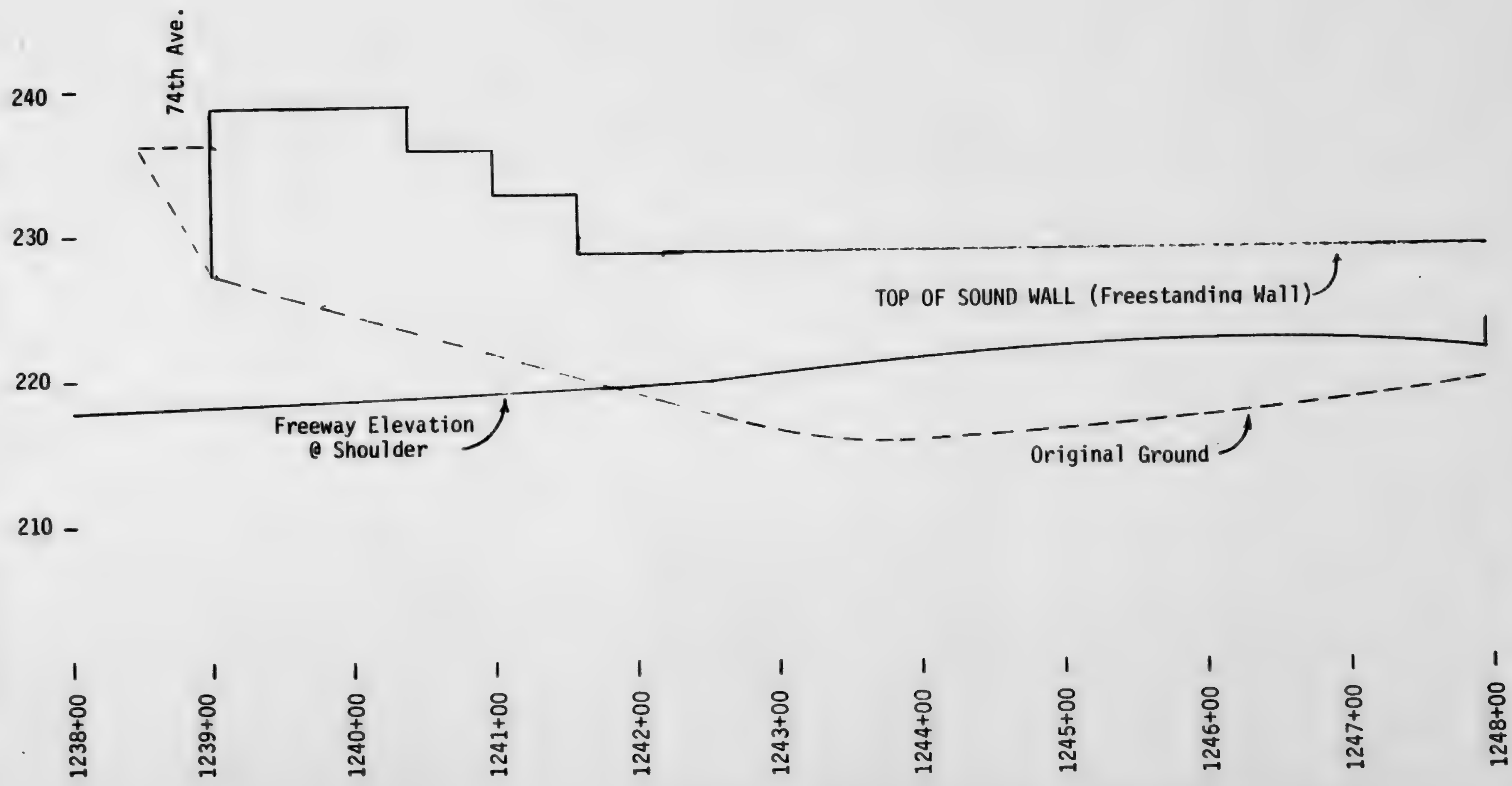
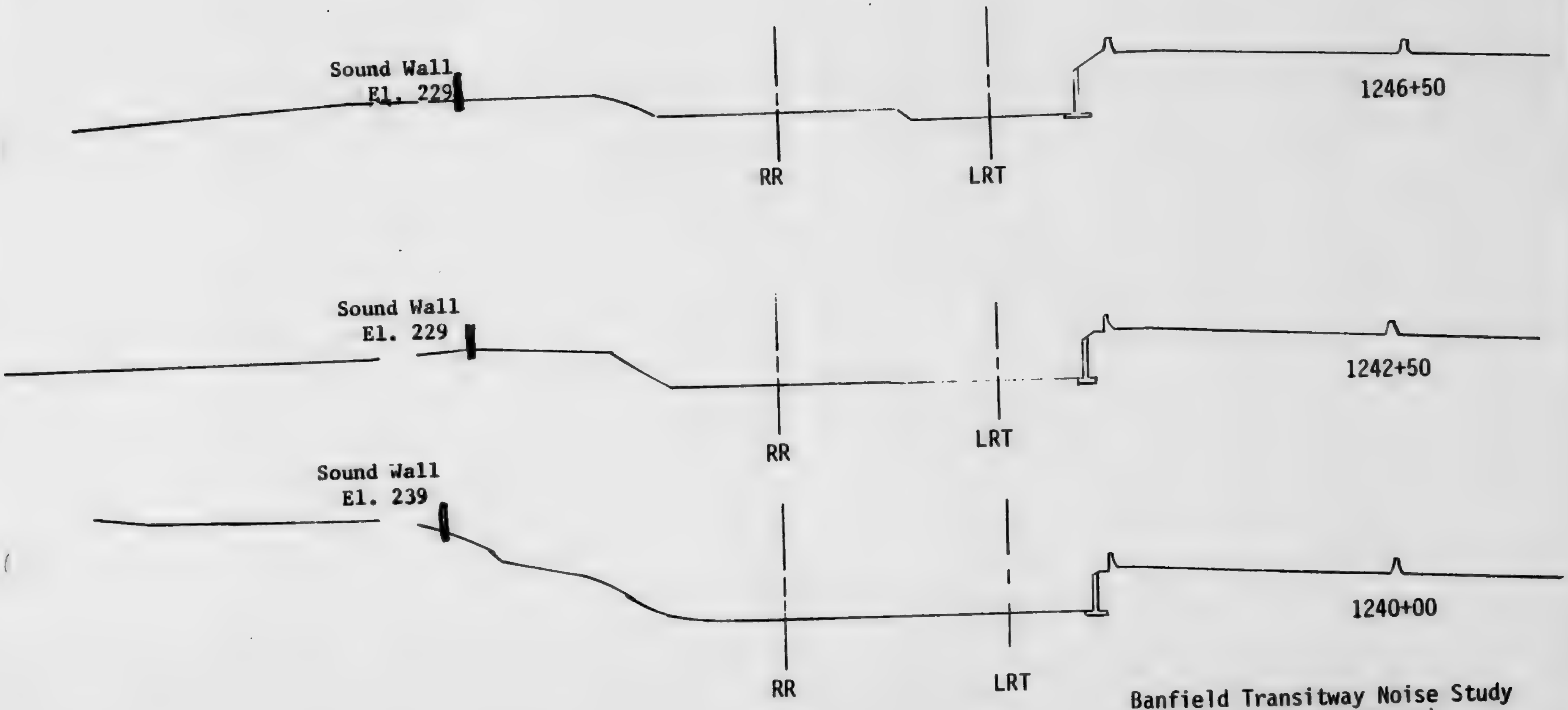


FIGURE 5
SELECTED CROSS SECTIONS FOR
9-14' SOUND WALL (NOT
RECOMMENDED)


Sound Wall
El. 229
RR
LRT
1246+50
Sound Wall
El. 229
RR
LRT
1242+50
Sound Wall
El. 239
RR
LRT
1240+00

Banfield Transitway Noise Study
74th-79th Avenues (North)
Columbia River Highway
Multnomah County

7594 7-22

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

65th Avenue-67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

Prepared by:

Oregon Department of Transportation
Technical Services Branch
Environmental Section

July, 1982

1 [illegible] ✓
Anderson
cy Adams
2 Olson aD.
cy Sullivan
Terpin
3 Trout
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TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 2

PROJECT DESCRIPTION 2

TRAFFIC NOISE IMPACTS AND MITIGATION 3

MITIGATION OF CONSTRUCTION NOISE IMPACTS 5

LOCAL COORDINATION 6

LIST OF PREPARERS 7

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
65th Avenue-67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 65th Avenue-67th Avenue (South) Section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Traffic noise levels at the exterior recreation areas of the Donald E. Long Juvenile Home along the subject section of the Banfield Freeway are predicted to exceed the FHWA exterior design noise level in the year 1990. A freestanding concrete wall 4-14 ft. high and 605 ft. long is recommended for construction in this section to mitigate noise impacts. This sound wall would reduce exterior noise levels by 3-12 dBA and interior noise levels by 2-5 dBA. With the recommended sound wall, all exterior activity areas along the freeway will have noise levels equal to or less than the exterior design noise level. Most interior areas facing the freeway will still have noise levels exceeding the interior design noise level. Additional interior noise reductions with structural alterations, such as the installation of double-glazed windows and ventilation/air-conditioning systems, was not judged to be in the best public interest and therefore was not recommended.

The estimated cost of the recommended sound wall is $180,000. The cost of this wall is approximately $63,000 less than the cost estimated in the Environmental Impact Statement, Acoustics Technical Report.

Banfield Transitway Final Noise Study Report
65th Avenue-67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 65th-67th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 65th-67th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 15 feet in this section to allow for the new light rail system.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 65th and 67th Avenues, on the south side of the Banfield Freeway. The Donald E. Long Juvenile Home is the only development in this section. Owned and operated by Multnomah County, the juvenile home complex was built to handle problem juveniles. Facilities include a court room, counciling rooms, resident units for over-night stays, classrooms, inside/outside recreation areas, and administrative services. In addition, a landscaped area in the northeast corner of the complex has been partially converted into family garden plots by Multnomah County. These garden plots are part of a 1 year trial program. Figure 2 shows the layout of the Donald E. Long Juvenile Home complex.

Due to reduced county juvenile needs, only the northeast and the northwest resident wings are used. The west and southwest resident wings are currently used for adult women's corrections (Argow Women's Facility). This facility, however, is to be moved to the new corrections building being constructed near the Multnomah County Court House. This move is anticipated to occur in about 2 years. In addition, the first floor of the southeast resident wing is currently rented to the State of Oregon, MacLaren School.

Future (1990) traffic noise levels will exceed the FHWA exterior design noise level (Leq 67 dBA) at the outside recreation areas along the freeway. Predicted exterior noise levels vary from Leq 65 dBA to Leq 78 dBA. These noise levels are approximately the same as those predicted in the Acoustics Technical Report. Since the noise levels at the outside recreation areas exceed the exterior design noise level, they are impacted by traffic noise.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Six concrete sound wall designs were analyzed for acoustic effectiveness and costs. Based on this analysis, the most practical and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B. Table 3, "Sound Barrier Effectiveness-Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated effectiveness of all the wall alternatives.

The concrete wall recommended for construction in this section is a wall 605 ft. in length with a height of 4-14 ft. The western 575 ft. of the wall is 14 ft. high and the eastern 30 ft. is a 4-12 ft. high transition section. The sound wall would be a freestanding wall located along the freeway right-of-way line, see Figure 3.

This sound wall will reduce traffic noise levels by 3-12 dBA in the outside recreation areas along the freeway. The resulting exterior noise levels will vary from Leq 60 dBA to Leq 67 dBA. These noise levels are equal to or lower than the exterior design noise level (Leq 67 dBA).

Without the sound wall, interior noise levels in the portions of the building facing the freeway vary from Leq 52 dBA to Leq 61 dBA. The recommended sound wall will reduce interior noise levels by 2-5 dbA. The resulting interior noise levels will vary from Leq 50-57 dBA. (With the recommended sound wall, predicted future noise levels are lower than the existing noise levels.) Although lowering the interior noise levels, the recommended sound wall will not reduce interior noise levels down to the interior design noise level (Leq 52 dBA). A sound wall would have to have a height in excess of 20 ft. to reduce interior noise levels down to the interior design noise level. This height is considered excessive and not practical. Further reduction of interior noise levels by installing double-glazed windows and ventilation/air-conditioning systems is possible, but is not recommended. The Methodology section of Appendix A provides additional rational for this determination.

The recommended sound wall will not shield the county's family garden plots from the freeway traffic noise. However, since this is a 1 year trial program with no future funding, this area may return to a landscaped lawn with no regular use. Therefore, reduction of traffic noise levels at the garden plots with a longer sound wall is not recommended.

The estimated cost of the recommended sound wall is $180,000. This sound wall was regarded as the most practical and economical sound wall for this area. Details on the other sound wall alternatives studied are given in Appendix B to this report.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

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Steven Lindland, P.E., Acoustical Specialist

Newell Williams, O.D.O.T., Acoustical Technician

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 65th Avenue-67th Avenue (South) road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the prediction of noise levels. The noise model was validated by three noise measurements, see "Existing Noise Measurements and Model Validation" section of Appendix A.

During the field investigation, it was found that outside recreational areas lie in the area between the freeway and the Donald E. Long Juvenile Home. These recreational areas are part of the juvenile home complex and are used regularly by the juvenile residents. Recreation areas must be provided per state statutory regulations. Subsequently, in accordance with FHPM 7-7-3, exterior noise levels were studied and used to identify traffic noise impacts.

FHPM 7-7-3 states that for public use institutional structures, interior design noise levels may be considered as a basis for insulating buildings against traffic noise when it is judged to be in the best public interest. The Donald E. Long Juvenile Home was considered a special situation because sound walls could not reduce interior noise levels to the interior design noise level.

A judgment was made, however, that it was not in the best public interest to use interior design noise levels as a basis for insulating the building against traffic noise. This judgment was made based upon the following reasons:

1. The recommended sound wall will reduce interior noise levels by 2-5 dBA. The resulting future noise levels (1990) will be lower than the existing noise levels.
2. With the women's corrections wings being vacated in two years, the juvenile residents may be relocated into these wings. The southwest resident wing and the southern half of west resident wing do not face the freeway. Therefore, the building itself shields these areas from traffic noise. These resident wings are the newest wings in the complex and are better than those currently used. The juvenile home has shown an interest in utilizing these resident wings as much as possible when they become available.
3. Insulating the building against traffic noise would require extensive remodeling of all windows and would require the installation of a ventilation or air-conditioning system.
4. Upon construction of the recommended sound wall, all the outside recreation areas will have traffic noise levels equal to or lower than the exterior design noise level.

Exterior noise level predictions were made at points 5 ft. above the ground. Interior noise predictions were taken at the top of the windows and were adjusted by the building reduction factor, 11 dBA for resident units - classrooms and 15 dBA for the recreation rooms.

Six sound barrier alternatives were examined for acoustical effectiveness and four of these barriers were examined for engineering feasibility and cost. The most effective and economical design was then selected.

TRAFFIC

The traffic data used for noise predictions in the 65th Avenue-67th Avenue (South) road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1: 60th Avenue on-ramp - Halsey off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured in the subject section of the transitway project in June of 1982. The measurement instruments used meet the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3. The measurements were recorded using a NAGRA IV-S tape recorder in conjunction with a B & K Type I sound level meter, Model 2209. The recordings were analyzed using a B & K Noise Level Analyzer and Statistical Processor, Model 4426.

The noise measurements were taken to quantify the existing noise environment on the project and to validate the FHWA noise model (used for future noise level predictions). The measurements were also used to determine the outside-inside noise reduction properties of the building.

During the measurements, traffic volumes were counted. These traffic volumes, in conjuction with traffic speeds were modeled using the FHWA STAMINA 1.0 version of the FHWA Traffic Noise Prediction Model (the number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels). Terrain and buildings were modeled as noise barriers. The predicted noise levels were compared with the actual measurements and were found to agree reasonably well. Therefore, no adjustments to the prediction model were made. The results of that comparison are shown in Table 2 - Appendix E. The locations of the measurement sites are given in Figure 2 - Appendix D.

Measurement sites 1, 2, and 3 were simultaneous inside-outside measurements taken with the windows both closed and open. Measurement site 1 was located at a first floor classroom, measurement site 2 was located at a second floor resident unit, and measurement site 3 was located at a second floor recreation room. The outside noise levels ranged from Leq 64-71 dBA and the inside noise levels ranged from Leq 52-56 dBA. With the windows closed, the measured outside-inside noise reductions were 12, 13, and 17 dBA. With the windows open, the measured outside-inside noise reductions were 11, 11, and 15 dBA. The window frames were all very loose fitting, the windows would not seal tightly when closed.

Since the windows are opened regularly, predicted interiors noise levels assumed an open window condition. The outside-inside noise reduction used was 11 dBA for resident units and classrooms. For the recreation room, a 15 dBA reduction was used.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose, which is to improve traffic conditions along the Banfield Freeway.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with one of the primary aims of the project, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the roadway could be lowered to provide noise attenuation due to cut slope shielding. However, such a mitigation measure would require extensive excavation since the proposed roadway utilizes the present grade of the existing roadway. This type of mitigation measure was not considered feasible or practical, so was not investigated further.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls are the only feasible alternative noise barrier. Earth berms were considered but the county did not want to loose the additional land required for construction.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. On this project, concrete walls were considered the most practical, so only those walls were analyzed for cost and acoustic effectiveness. Concrete walls can be constructed with either concrete block, precast concrete or cast-in-place concrete. Construction costs are approximately the same for any of these types of wall.

Six alternative sound wall designs were analyzed for noise alteration, construction costs, and aesthetics. All six sound walls were located along the freeway right-of-way line. Each sound wall begins at Station 1211 + 25 (this point is the end of 60th Avenue-65th Avenue (South) Section sound wall). Three wall heights were studied: 10, 14, and 16 feet. In addition, two wall lengths were studied: 605 and 865 feet. Table 3 lists the physical characteristics, acoustical effectiveness, and construction costs for each of the six sound walls.

As shown in Table 3, sound walls 1 and 2 are 10 ft. high and 605/865 ft. long respectively. Both wall lengths reduce traffic noise levels equally well, 2-10 dBA. However, neither wall lowers the noise levels in all the outside activity areas down to the exterior design noise level. The resulting outside noise levels range from 61-71 dBA. Since these two sound walls did not lower noise levels sufficiently, no cost estimates were obtained.

Sound walls 3 and 4 are 14 ft. high and 605/865 ft. long respectively. Again, both wall lengths reduced traffic noise equally well, 3-12 dBA. These two walls though, reduce the noise levels in all outside activity areas down to the exterior design noise level or lower. The resulting outside noise levels range from Leq 60-67 dBA. The estimated costs for sound walls 3 and 4 are $180,000 and $240,000 respectively.

Sound walls 5 and 6 are 18 ft. high and 605/865 ft. long respectively. Again both wall lengths reduced traffic noise equally well, 4-14 dBA. These two walls reduce the noise levels in all the outside activity areas below the exterior design noise level. The resulting outside noise levels range from Leq 58-66 dBA. The estimated costs for sound walls 5 and 6 are $230,000 and $300,000 respectively.

Of the six sound walls studied, sound wall 3 reduces the noise levels in the outside activity areas down to the exterior design noise level for the lowest cost. This sound wall is also the same height as the east end of the 60th Avenue-65th Avenue (South) Section sound wall. Since it is designed to start where the 60th Avenue-65th Avenue (South) Section wall stops, no abrupt change in wall height is required at the junction of the two walls. Based on the foregoing discussion, it was judged that of the six alternatives considered, the 14 ft. high and 605 ft. long freestanding sound wall is the most cost-efficient design. Figure 3 shows the location of the recommended sound wall and Table 5 shows the predicted traffic noise levels. Figure 4 shows the wall profile and Figure 5 shows a typical cross-section. Table 4 gives the wall stationing and top of wall elevations.

APPENDIX C

Tables

TABLE 1

N.E. 65th Avenue-N.E. 67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Vehicle Volume	Truck Volume	Speed (mph)
		Peak Truck Hour		
65th-67th Avenue	1990	6,100	520	53
		Peak Traffic Hour		
65th-67th Avenue	1990	9,110	380	42

TABLE 2

N.E. 65th Avenue-N.E. 67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

MEASURED NOISE LEVELS

Measurement	Measured Leq Level Outside	Measured Leq Level Inside	Inside-Outside Reduction	Calculated Outside Leq Level	Difference
1A-Classroom Windows Closed	64 dBA	52 dBA	12 dBA	66 dBA	+2 dBA
1B-Classroom Windows Open	64 dBA	53 dBA	11 dBA	-	-
2A-Resident Room Window Closed	66 dBA	53 dBA	13 dBA	-	-
2B-Resident Room Window Open	66 dBA	55 dBA	11 dBA	67 dBA	+1 dBA
3A-Rec. Room Windows Closed	70 dBA	53 dBA	17 dBA	-	-
3B-Rec. Room Windows Open	71 dBA	56 dBA	15 dBA	73 dBA	+2 dBA

TABLE 3

N.E. 65th Avenue-N.E. 67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

SOUND BARRIER EFFECTIVENESS - COST EVALUATION

Sound Wall	Location	Length	Height	Exterior Leq Levels (W/O Wall)	Exterior Leq Levels (W Wall)	Reduction	Cost	Recommended
1	1211+25 to 1217+30	605 ft.	10 ft.	65-78 dBA	61-71 dBA	2-10 dBA	-	No
2	1211+25 to 1219+90	865 ft.	10 ft.	65-78 dBA	61-71 dBA	2-10 dBA	-	No
3	1211+25 to 1217+30	605 ft.	14 ft.	65-78 dBA	60-67 dBA	3-12 dBA	$180,000	Yes
4	1211+25 to 1219+90	865 ft.	14 ft.	65-78 dBA	60-67 dBA	3-12 dBA	$240,000	No
5	1211+25 to 1217+30	605 ft.	18 ft.	65-78 dBA	58-66 dBA	4-14 dBA	$230,000	No
6	1211+25 to 1219+90	865 ft.	18 ft.	65-78 dBA	58-66 dBA	4-14 dBA	$300,000	NO

TABLE 4

N.E. 65th Avenue-N.E. 67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

TOP OF BARRIER ELEVATIONS

Road Station		Distance From Road Centerline	Top of Barrier Elevation
1211+25	Sound Wall Height = 14 ft.	65 ft.	220 ft.
1212+90	⇩	65 ft.	220 ft.
1217+00		92 ft.	220 ft.
1217+00	Stepped - Transition Height = 4-14 ft.		218 ft.
1217+10	⇩		218 ft.
1217+10			216 ft.
1217+20			216 ft.
1217+20			214 ft.
1217+30			214 ft.
1217+30		95 ft.	212 ft.

TABLE 5

N.E. 65th Avenue-N.E. 67th Avenue (South) Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

PREDICTED TRAFFIC NOISE LEVELS

Site		Leq Levels - Build, 1990		
		W/O Sound Wall	W Sound Wall	Reduction
A - Exterior	Recreation Area	78 dBA	66 dBA	12 dBA
B - Exterior	Recreation Area	78 dBA	66 dBA	12 dBA
C - Exterior	Recreation Area	78 dBA	66 dBA	12 dBA
D - Exterior	Recreation Area	77 dBA	66 dBA	11 dBA
E - Exterior	Recreation Area	72 dBA	67 dBA	5 dBA
Interior, 1st Floor	Recreation Room	57 dBA	54 dBA	3 dBA
Interior, 2nd Floor	Recreation Room	61 dBA	56 dBA	5 dBA
F - Exterior	Recreation Area	72 dBA	67 dBA	5 dBA
Interior, 1st Floor	Recreation Room	57 dBA	53 dBA	4 dBA
G - Exterior	Recreation Area	67 dBA	64 dBA	3 dBA
Interior, 1st Floor	Resident Units	56 dBA	53 dBA	3 dBA
H - Exterior	Recreation Area	69 dBA	65 dBA	4 dBA
Interior, 1st Floor	Dormitory	57 dBA	54 dBA	3 dBA
I - Interior, 1st Floor	Resident Units	52 dBA	50 dBA	2 dBA
J - Exterior	Recreation Area	65 dBA	60 dBA	5 dBA
Interior, 1st Floor	Classrooms	55 dBA	51 dBA	4 dBA
K - Interior, 1st Floor	Resident Units	56 dBA	51 dBA	5 dBA
Interior, 2nd Fllor	Resident Units	57 dBA	53 dBA	4 dBA
L - Interior, 1st Floor	Administration	54 dBA	52 dBA	2 dBA
Interior, 2nd Floor	Classrooms	58 dBA	54 dBA	4 dBA
M - Interior, 1st Floor	Counciling Rooms	59 dBA	57 dBA	2 dBA
N - Interior, 1st Floor	Classroom	59 dBA	55 dBA	4 dBA
O - Interior, 1st Floor	Resident Units	55 dBA	53 dBA	2 dBA
Interior, 2nd Floor	Resident Units	59 dBA	56 dBA	3 dBA

Note: For site locations, see Figure 3.

APPENDIX D

Figures

Figure 1

N.E. 65th Avenue - N.E. 67th Avenue Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

Project Location Map

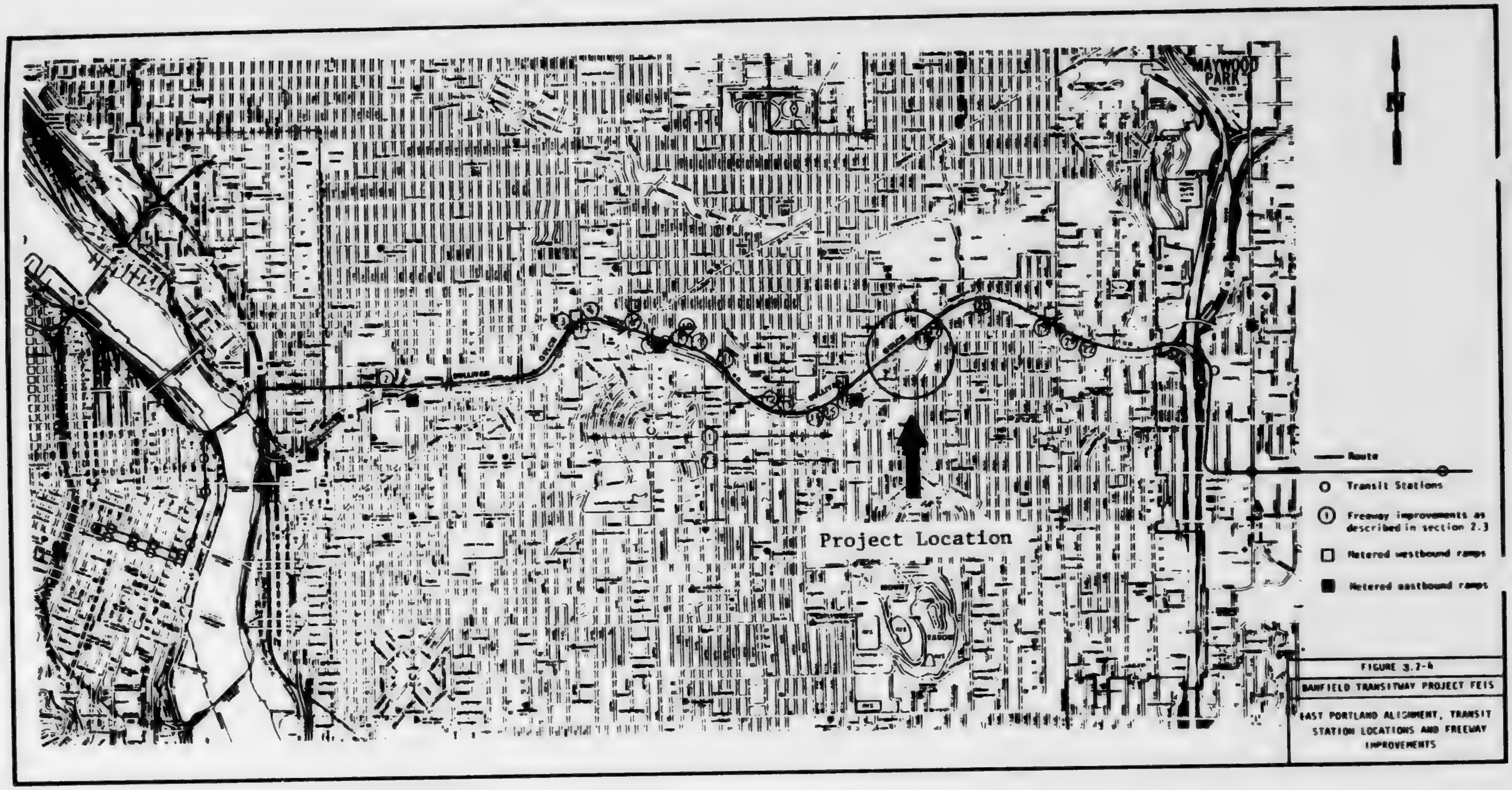

MAYWOOD PARK
N
Project Location
Route
Transit Stations
Freeway improvements as described in section 2.3
Metered westbound ramps
Metered eastbound ramps
FIGURE 3.2-4
BANFIELD TRANSITWAY PROJECT FEIS
EAST PORTLAND ALIGNMENT, TRANSIT STATION LOCATIONS AND FREEWAY IMPROVEMENTS

Figure 2

N.E. 65th Avenue - N.E. 67th Avenue Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

Land-Use Map
Measurement Site Locations

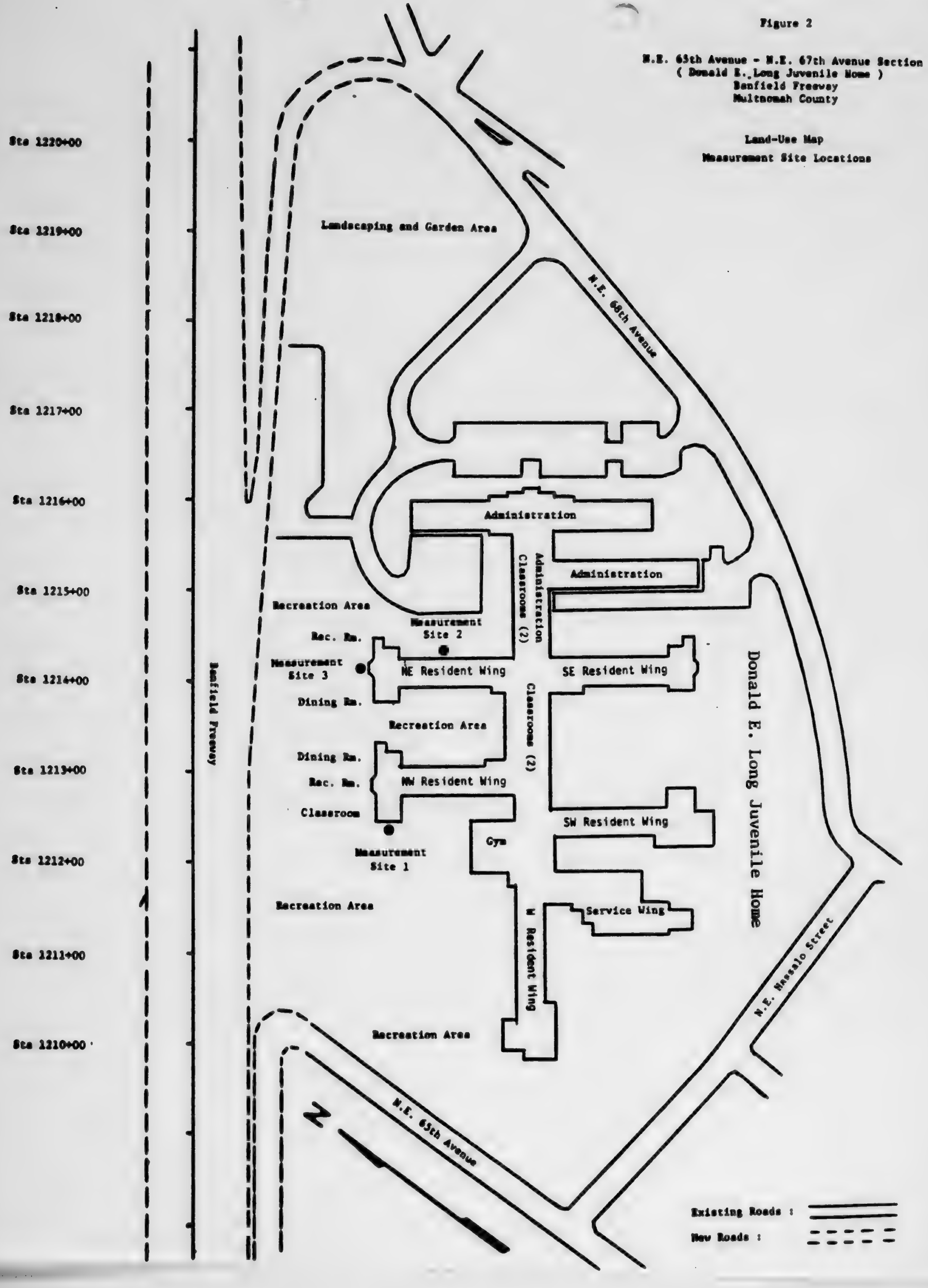

Sta 1220+00
Sta 1219+00
Sta 1218+00
Sta 1217+00
Sta 1216+00
Sta 1215+00
Sta 1214+00
Sta 1213+00
Sta 1212+00
Sta 1211+00
Sta 1210+00
Banfield Freeway
Landscaping and Garden Area
N.E. 68th Avenue
Administration
Administration
Administration
Classrooms (2)
Classrooms (2)
Recreation Area
Measurement
Site 2
Rec. Rm.
Measurement
Site 3
NE Resident Wing
SE Resident Wing
Dining Rm.
Recreation Area
Dining Rm.
Rec. Rm.
NW Resident Wing
Classroom
SW Resident Wing
Gym
Measurement
Site 1
Service Wing
Recreation Area
W Resident Wing
Donald E. Long Juvenile Home
N.E. Hassalo Street
Recreation Area
N
N.E. 65th Avenue
Existing Roads :
New Roads :

Figure 3

N.E. 65th Avenue - N.E. 67th Avenue Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

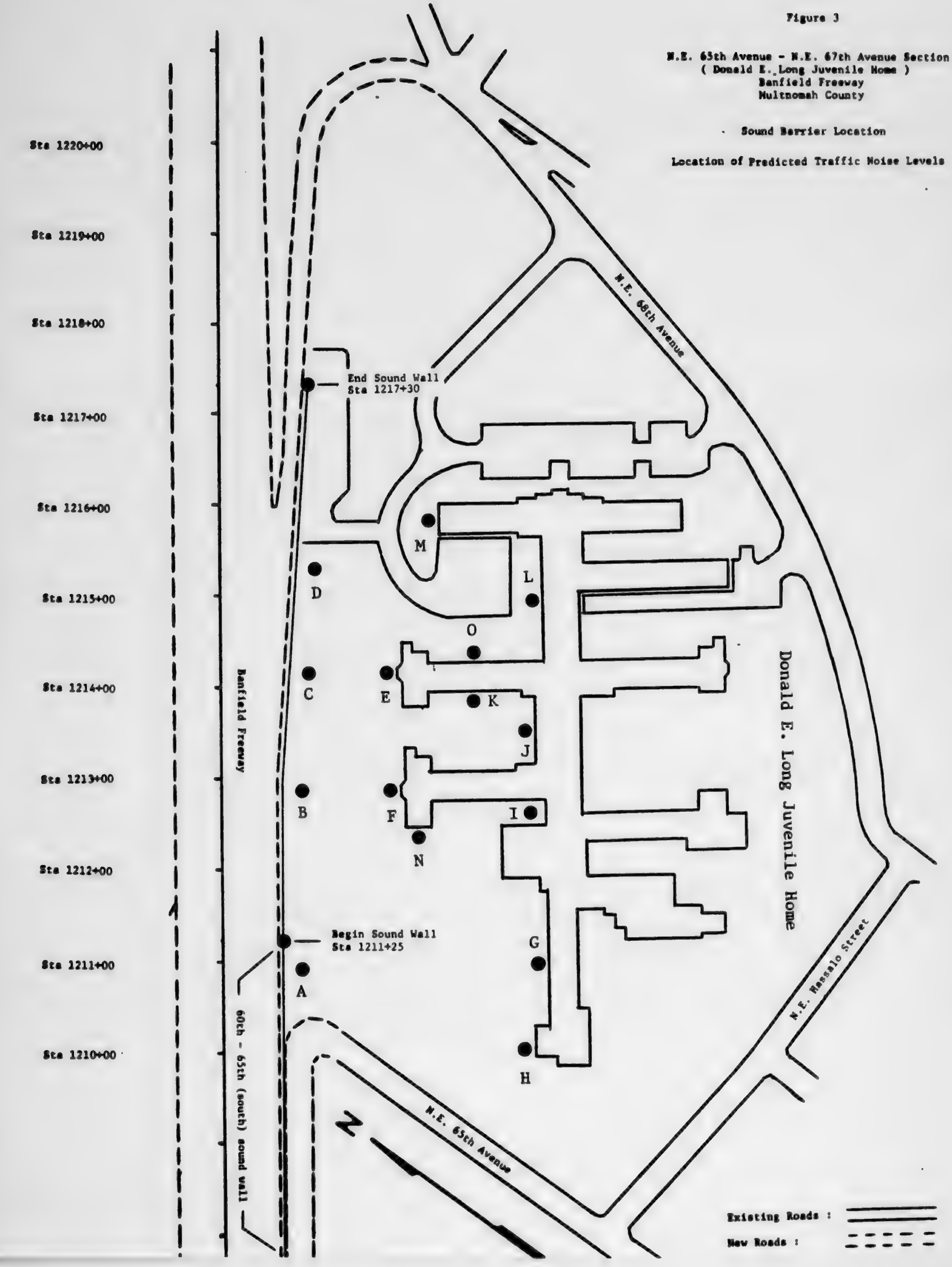

Sound Barrier Location
Location of Predicted Traffic Noise Levels
Sta 1220+00
Sta 1219+00
Sta 1218+00
Sta 1217+00
Sta 1216+00
Sta 1215+00
Sta 1214+00
Sta 1213+00
Sta 1212+00
Sta 1211+00
Sta 1210+00
End Sound Wall
Sta 1217+30
Begin Sound Wall
Sta 1211+25
Banfield Freeway
60th - 65th (south) sound wall
N.E. 68th Avenue
N.E. Hassalo Street
N.E. 65th Avenue
Donald E. Long Juvenile Home
N
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
Existing Roads :
New Roads :

Figure 4

N.E. 65th Avenue - N.E. 67th Avenue Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

Sound Barrier Profile

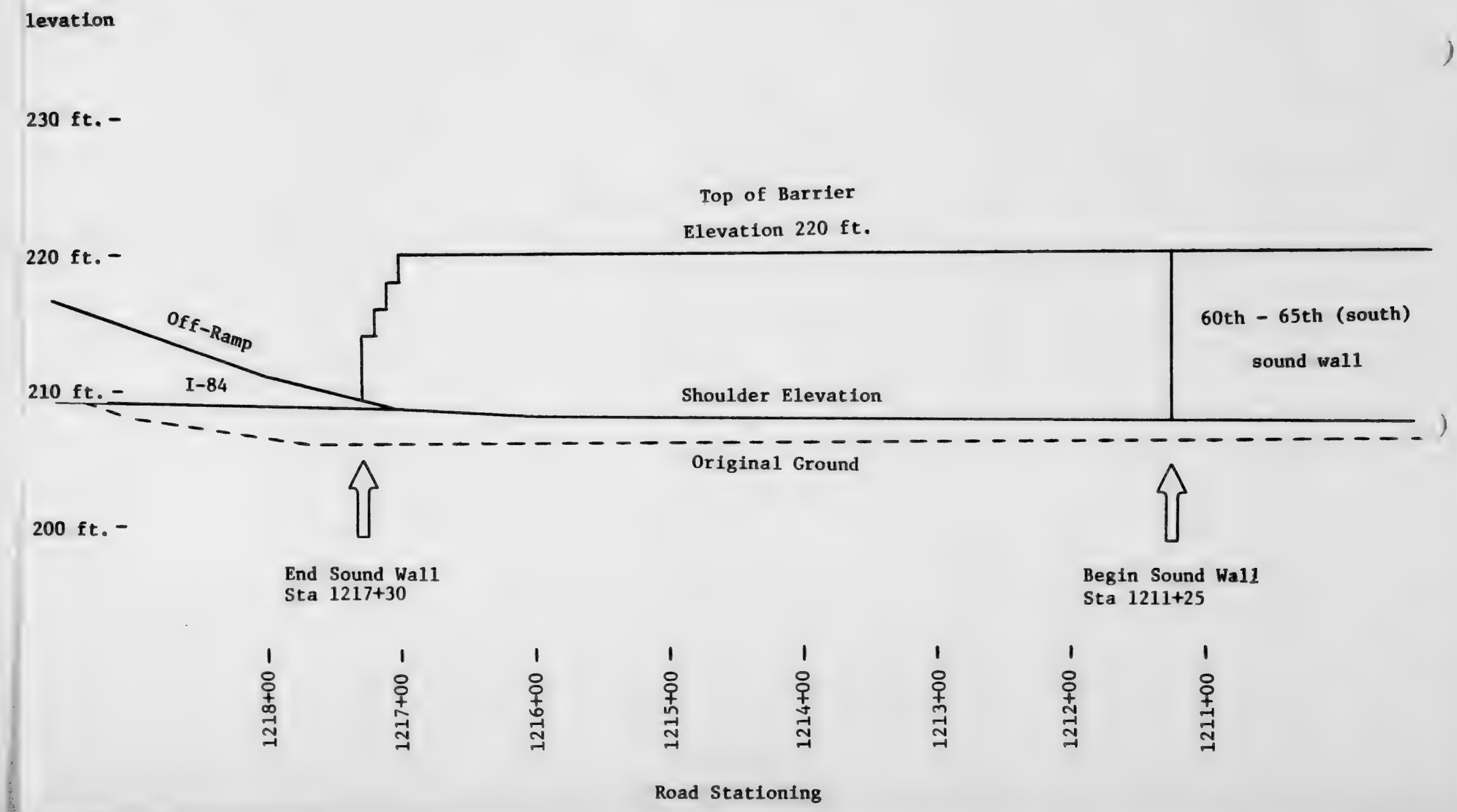
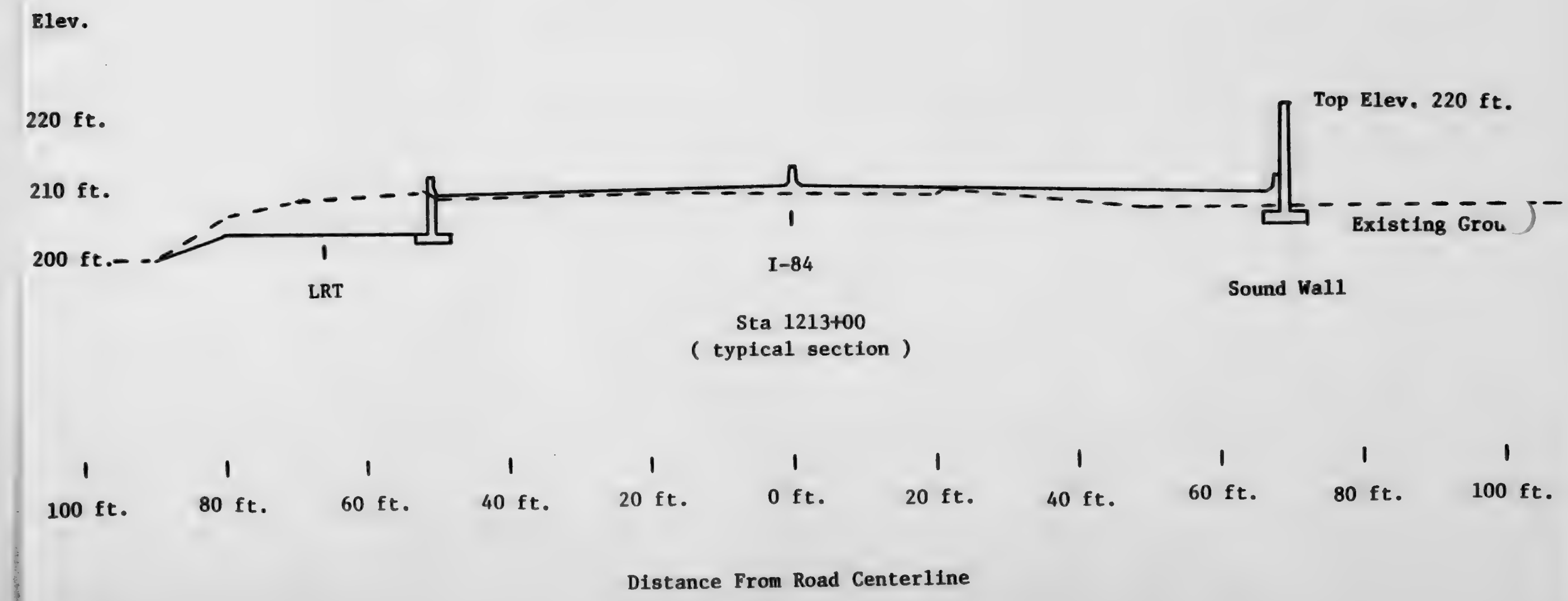


Figure 5

N.E. 65th Avenue - N.E. 67th Avenue Section
(Donald E. Long Juvenile Home)
Banfield Freeway
Multnomah County

Sound Barrier Cross-Section


Elev.
220 ft.
210 ft.
200 ft.
Top Elev. 220 ft.
Existing Grou
LRT
I-84
Sound Wall
Sta 1213+00
(typical section)
100 ft.
80 ft.
60 ft.
40 ft.
20 ft.
0 ft.
20 ft.
40 ft.
60 ft.
80 ft.
100 ft.
Distance From Road Centerline

SUMMARY
BANFIELD TRANSITWAY
COSTS OF APPROVED NOISE MITIGATION
(For 68th-74th Avenues (North) Letter)

Section	Total Cost	Consultant Design Estimated Cost	Difference
21st - 23rd	$ 55,000	$ 64,000	-$ 9,000
23rd - 24th	$ 51,000	$ 70,000	-$ 19,000
37th - 39th	$ 98,000	$ 104,000	-$ 6,000
39th - 43rd	$ 375,000	$ 336,000	+$ 39,000
Bethlehem Lutheran Church	$ 5,500	-0-	+$ 5,500
47th - 49th	$ 120,000	$ 141,600	-$ 21,600
49th - 53rd	$ 150,000	$ 231,600	-$ 81,600
53rd - 59th	$ 270,000	$ 218,000	+$ 52,000
72nd - 74th	$ 170,000	$ 134,000	+$ 36,000
74th - 78th	$ 245,000	$ 252,000	-$ 7,000
60th - 65th	$ 520,000	$ 310,000	+$210,000
181st Ave. Park and Ride	$ 25,000	$ 498,400*	-$473,400
68th - 74th (North)	$ 250,000	$ 402,000	-$152,000
65th - 67th (North)**	$ 180,000	$ 243,000	-$ 63,000
TOTAL	$2,514,500	$3,004,600	-$490,000

NOTE: A (-) in the difference column indicates that total cost is under the consultant prediction, and a (+) in the difference column indicates that total cost is over the consultant prediction.

*Includes cost of mitgation proposed by consultant for three park and ride lots which are no longer proposed as part of the project.

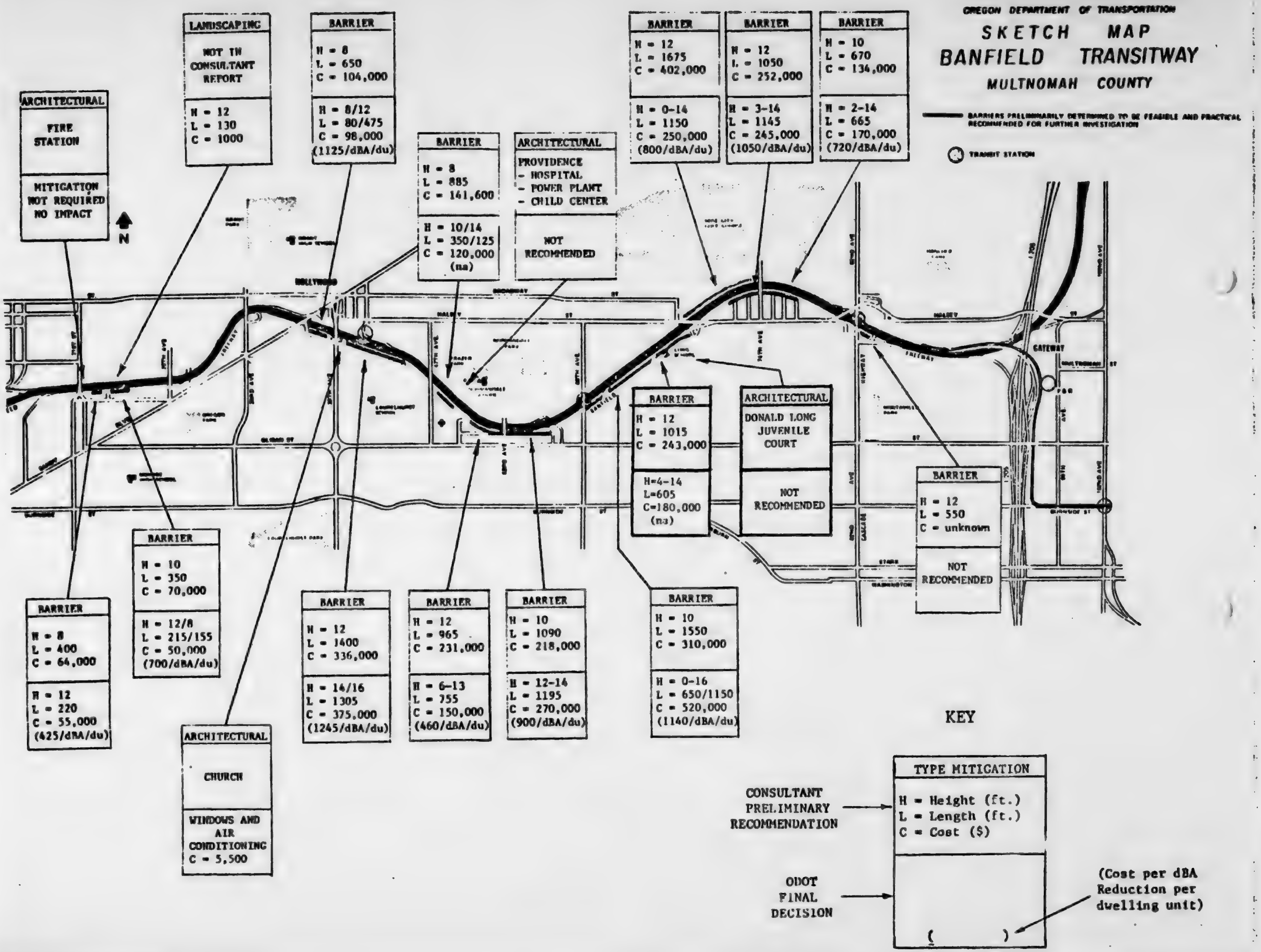
**Awaiting final approval.

PROPOSED NOISE BARRIER LOCATIONS

OREGON DEPARTMENT OF TRANSPORTATION

SKETCH MAP BANFIELD TRANSITWAY

MULTNOMAH COUNTY


BARRIERS PRELIMINARILY DETERMINED TO BE FEASIBLE AND PRACTICAL RECOMMENDED FOR FURTHER INVESTIGATION
TRANSIT STATION
N
ARCHITECTURAL
FIRE STATION
MITIGATION NOT REQUIRED NO IMPACT
LANDSCAPING
NOT IN CONSULTANT REPORT
H = 12
L = 130
C = 1000
BARRIER
H = 8
L = 650
C = 104,000
H = 8/12
L = 80/475
C = 98,000
(1125/dBA/du)
BARRIER
H = 8
L = 885
C = 141,600
H = 10/14
L = 350/125
C = 120,000
(na)
ARCHITECTURAL
PROVIDENCE
- HOSPITAL
- POWER PLANT
- CHILD CENTER
NOT RECOMMENDED
BARRIER
H = 12
L = 1675
C = 402,000
H = 0-14
L = 1150
C = 250,000
(800/dBA/du)
BARRIER
H = 12
L = 1050
C = 252,000
H = 3-14
L = 1145
C = 245,000
(1050/dBA/du)
BARRIER
H = 10
L = 670
C = 134,000
H = 2-14
L = 665
C = 170,000
(720/dBA/du)
HOLLYWOOD
BROADWAY
HALSEY
GATEWAY
BARRIER
H = 12
L = 1015
C = 243,000
H=4-14
L=605
C=180,000
(na)
ARCHITECTURAL
DONALD LONG JUVENILE COURT
NOT RECOMMENDED
BARRIER
H = 12
L = 550
C = unknown
NOT RECOMMENDED
BARRIER
H = 8
L = 400
C = 64,000
H = 12
L = 220
C = 55,000
(425/dBA/du)
BARRIER
H = 10
L = 350
C = 70,000
H = 12/8
L = 215/155
C = 50,000
(700/dBA/du)
ARCHITECTURAL
CHURCH
WINDOWS AND AIR CONDITIONING
C = 5,500
BARRIER
H = 12
L = 1400
C = 336,000
H = 14/16
L = 1305
C = 375,000
(1245/dBA/du)
BARRIER
H = 12
L = 965
C = 231,000
H = 6-13
L = 755
C = 150,000
(460/dBA/du)
BARRIER
H = 10
L = 1090
C = 218,000
H = 12-14
L = 1195
C = 270,000
(900/dBA/du)
BARRIER
H = 10
L = 1550
C = 310,000
H = 0-16
L = 650/1150
C = 520,000
(1140/dBA/du)
KEY
CONSULTANT PRELIMINARY RECOMMENDATION
ODOT FINAL DECISION
TYPE MITIGATION
H = Height (ft.)
L = Length (ft.)
C = Cost ($)
( )
(Cost per dBA Reduction per dwelling unit)

9594 7-82

ADDENDUM to
Banfield Transitway Final Noise Study Report

39th-44th Avenues (South) Section
Columbia River Highway
Multnomah County

Versteeg
Anderson
ay Adams
Olson
ay Sullivan
Terpin
✓ Trout
Wakerlig

RECEIVED
JUL 29 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section
July 1982

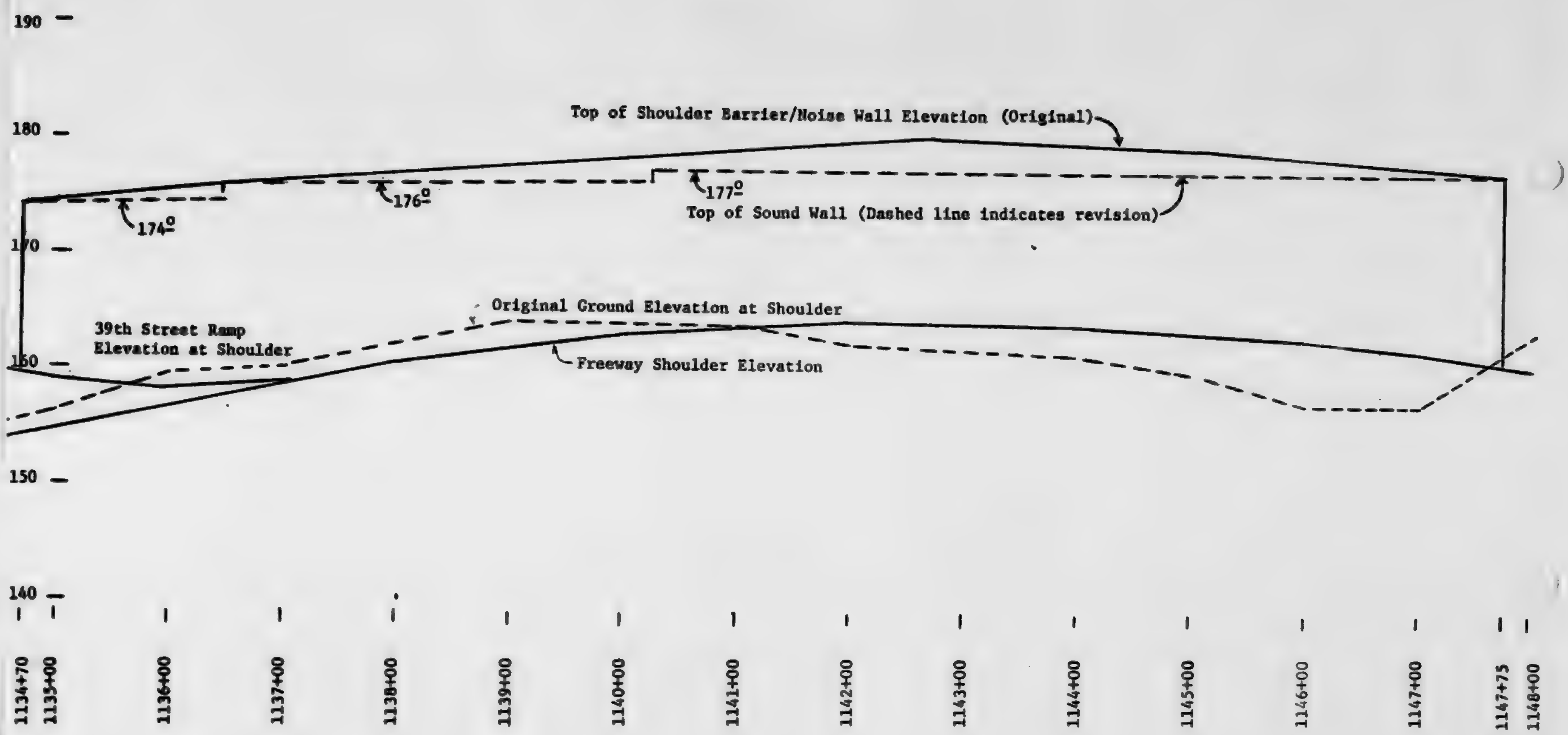
10335
Anthony J George Jr.
July 13, 1979
ANTHONY J. GEORGE JR.

This addendum was prepared as a supplement to the Final Noise Study Report for the subject report. This report documents changes to the top of barrier elevations detailed in the original 39th-44th Avenues (South) Final Noise Study Report.

During final design, it was found that the sound wall designed for the 39th-44th (South) section was unfeasible, due to the close proximity of N.E. Senate Street to the Banfield Freeway and the sound wall. In order to construct the sound wall on the eastbound shoulder of the roadway as planned, the sound wall footings had to be constructed 5 to 6 feet deeper than originally planned. The additional footing depth resulted in the total sound wall height exceeding 20 feet, even though the exposed surface of the sound wall would only be 14 feet as detailed in the noise study report. A total wall height of over 20 feet is regarded as unfeasible, therefore the top of barrier elevations had to be lowered 2 to 3 feet in order to not exceed the maximum wall height of 20 feet.

The revised top of barrier elevations are shown on the attached profile. The noise reduction with the revised sound wall will be 1 to 2 dBA less than with the original sound wall. The FHWA design noise level will still be achieved at all the affected residences with the revised sound wall, so no new projections were made. Unless specifically requested, no further analysis on this sound wall will be performed.

FIGURE 4 (Revised 7-7-82)
RECOMMENDED NOISE BARRIER PROFILE
Banfield Transitway Noise Study
39th-44th Avenues(South)
Columbia River Highway
Multnomah County



7571

I-84 N
Bar-field

ROAD DESIGN ENGINEER

Walt Hart
Bridge Engineer

June 30, 1982

Don Adams
Final Design Engineer

NE 39th Avenue-NE 58th Avenue Section
Columbia River Highway
Multnomah County

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JUL 1 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

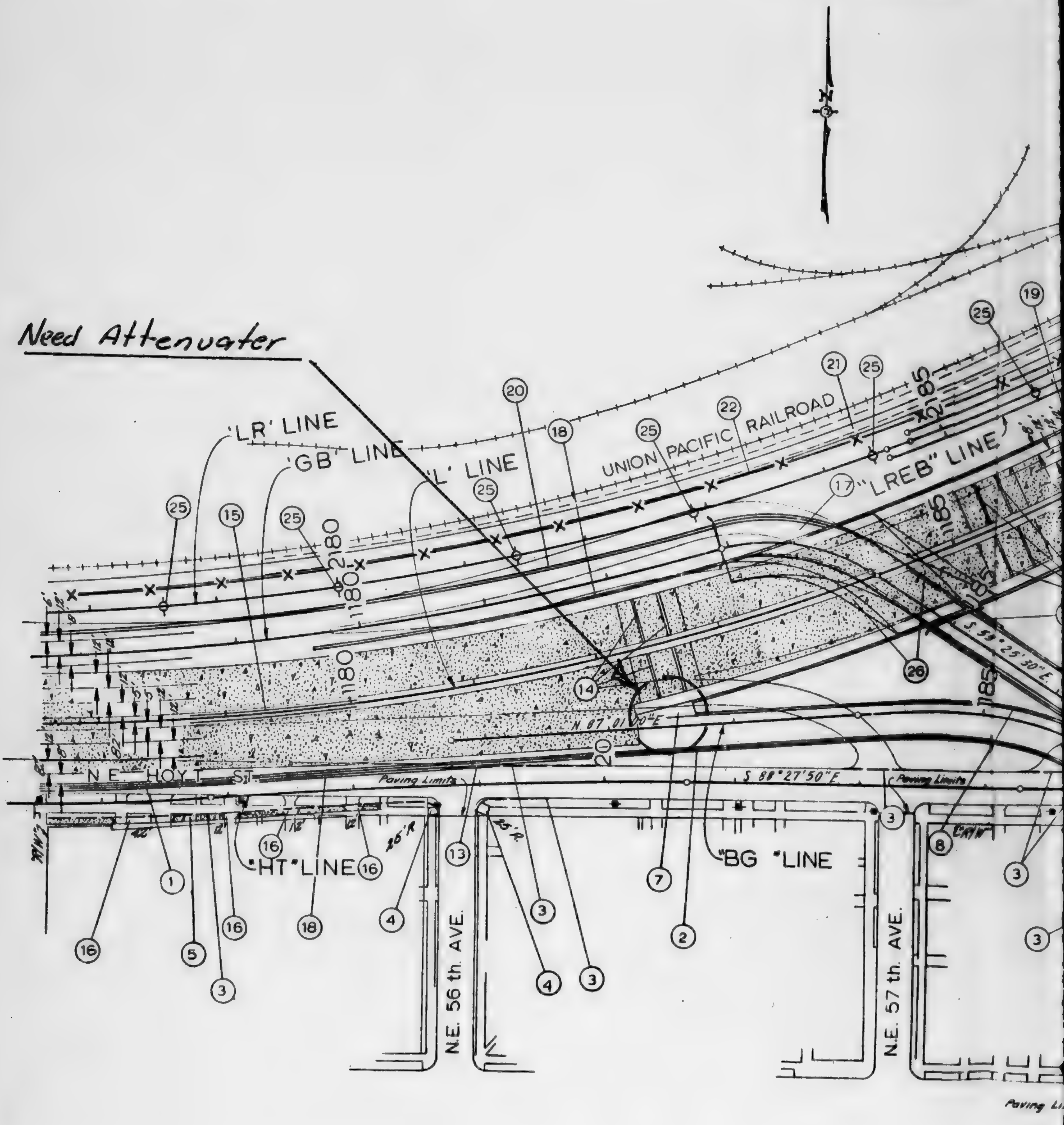
Would you have your people design an impact attenuator for the gore of the NE 58th Avenue exit ramp. (BG2 line) The location is shown on the attached plan sheet.

If you need more information contact Bud Mann.

Attachment
DA:kg

cc: N.E. Mann
Robert Sandmann

Sec. 31, T.1N., R.2E., W.M.
PORTLAND

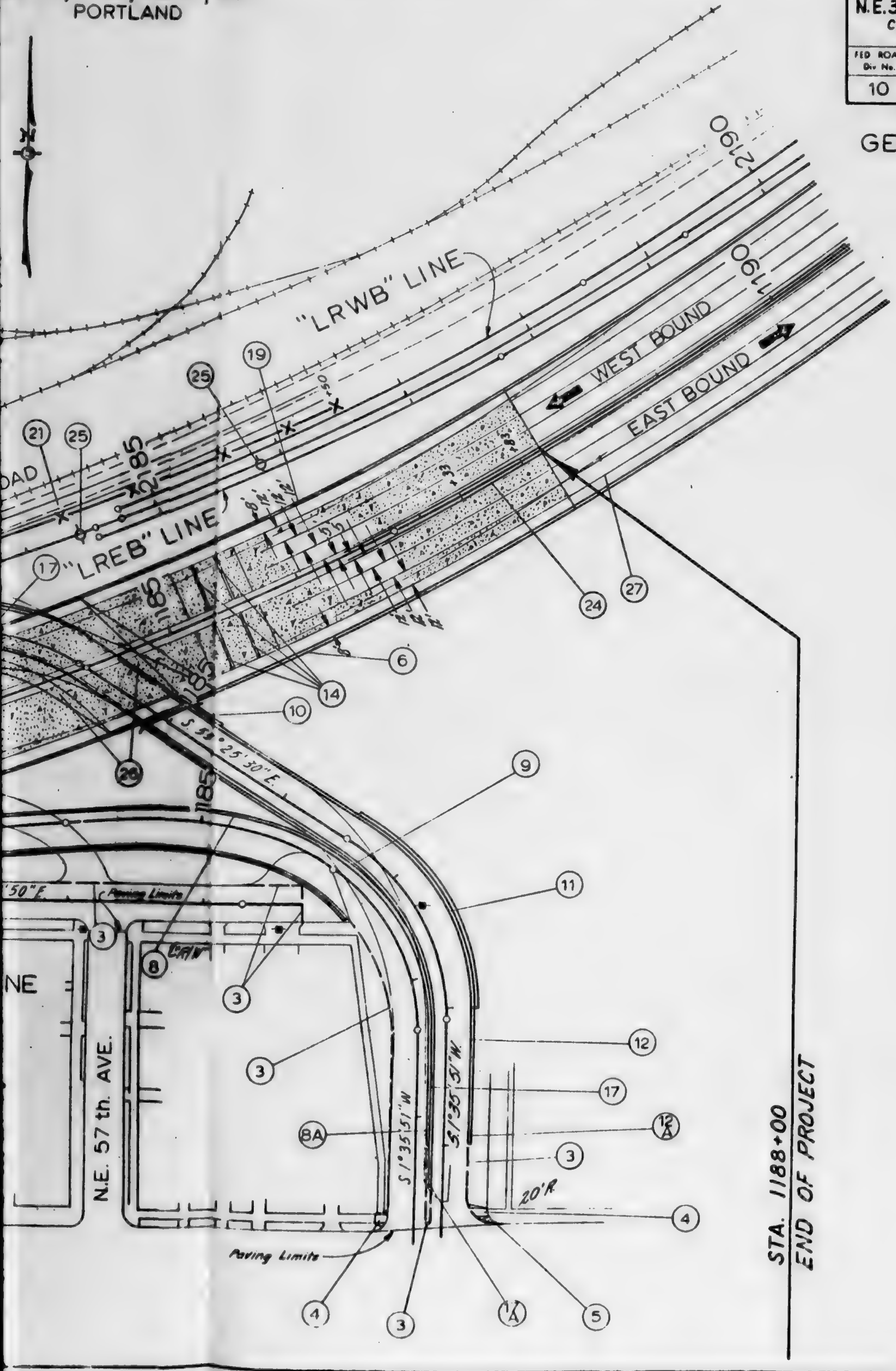

N
'LR' LINE
'GB' LINE
'L' LINE
UNION PACIFIC RAILROAD
"LREB" LINE
"BG" LINE
"HT" LINE
N.E. HOYT ST.
N.E. 56 th. AVE.
N.E. 57 th. AVE.
S 88°27'50"E
N 87°01'00"E
S 59°25'30"E
Paving Limits
Paving Limits
Paving Li
1180
2180
1180
1185
2185
1185
1185
20
25'R
25'R
① ② ③ ④ ⑤ ⑦ ⑧ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉕ ㉖

Need Attenuater

N.E. 39TH AVE. – N.E. 58TH AVE. SEC. COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 7A
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

GENERAL CONSTRUCTION

ec. 31, T.1N., R.2E., W.M.
PORTLAND



N
"LRWB" LINE
"LREB" LINE
WEST BOUND
EAST BOUND
2190
2185
1190
1185
OAD
S 58°25'30" E.
'50" E.
Paving Limits
NE
N.E. 57 th. AVE.
S 1°35'51" W.
20' R.
STA. 1188+00
END OF PROJECT
21
25
19
17
14
6
10
26
9
11
3
8
8A
12
12A
4
5
1A
24
27

9574 -

I-84N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Highway Engineer
J. H. Versteeg, Road Design Engineer
G. A. Potter, Manager, Environmental Section

DATE: June 28, 1982

FROM: A. J. George, Coordinating Engineer Tony
Environmental Section

58th - 87th

SUBJECT: Noise Mitigation Recommendations
~~60th-65th Avenue (South) Section, and~~
Banfield Transitway Park and Ride Facilities
Columbia River Highway
Multnomah County

Attached are two more completed noise study report--the 12th and 13th in our series of reports on Banfield Transitway noise mitigation. However, the Park and Ride Facilities report, actually covers 4 different park and ride locations, three of which have been deleted from the project. Therefore, with these reports, we have actually completed 16 noise mitigations analyses. There will be five more to come, 3 were originally required pursuant to the FEIS Technical Report, and 2 additional reports which are being prepared at the request of Bob Sandmann. You should receive all these reports within the next 4-6 weeks, for final approval.

The recommended noise barriers are described in the summary to each report. The attached figure summarizes the mitigation proposals which have received final approval as of this date, and those still pending. Also attached is a table which summarizes the current total cost vs. estimated cost for all approved barriers.

Your approval is requested.

AJG:lb

Attachments

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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JUN 29 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

Hal barriers & costs are compatible to previously approved sections.

6/29/82

O.K.

SUMMARY
BANFIELD TRANSITWAY
COSTS OF APPROVED NOISE MITIGATION
(For 60th-65th and 181st Avenue Park and Ride Letter)

Section	Total Cost	Consultant Design Estimated Cost	Difference
21st - 23rd	$ 55,000	$ 64,000	- $ 9,000
23rd - 24th	$ 51,000	$ 70,000	- $ 19,000
37th - 39th	$ 98,000	$104,000	- $ 6,000
39th - 43rd	$375,000	$336,000	+ $ 39,000
Bethlehem Lutheran Church	$ 5,500	-0-	+ $ 5,500
47th - 49th	$120,000	$141,600	- $ 21,600
49th - 53rd	$150,000	$231,600	- $ 81,600
53rd - 59th	$270,000	$218,000	+ $ 52,000
72nd - 74th	$170,000	$134,000	+ $ 36,000
74th - 78th	$245,000	$252,000	- $ 7,000
60th - 65th	$520,000	$310,000	+ $210,000
181st Ave. Park and Ride	$ 25,000	$498,400*	- $473,400
TOTAL	$2,084,500	$2,359,600	- $275,100

NOTE: A (-) in the difference column indicates that total cost is under the consultant prediction, and a (+) in the difference column indicates that total cost is over the consultant prediction.

*Includes cost of mitigation proposed by consultant for three park and ride lots which are no longer proposed as part of the project.

I 84 N

ROAD DESIGN SECTION

L. E. George
Traffic Engineer

ADOlson
A. D. Olson
Preliminary Design Engineer

Access Control
Banfield Transitway
Multnomah County

June 15, 1982

1 Versteeg
Anderson
3 Adams
Olson
Sullivan
Terpin
2 Trout
4 Wakerlig

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ROAD DESIGN SECTION

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Attached is a file of material on a requested change in access control at the proposed new 43rd Avenue offramp to Halsey Street.

As presently laid out we take 90 feet of access off the east end of the property, which fits the existing approach to Copelands. They purchased the property to the east and want to move the access 40 feet east to better fit their future use.

A review of the data I can find is covered in my 2-9-82 letter, attached, and to date I have found nothing new. This data indicates that it would be in the best interest of both the property owner and the public to hold this approach away from this major intersection.

Your review and comments would be appreciated.

ADO:rw

Attachment

1-74

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW 18-2

June 14, 1982

Mr. Dave Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
N.E. 60th Avenue
Banfield Transitway
City of Portland
Multnomah County

Dear Dave:

Attached is an original and nine copies of a PUC application relating to the Banfield Transitway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment
cc: H. S. Coulter - w/att.
~~E. S. Hunter~~ - w/att.
Walt Hart - w/att.
Ed Hardt - w/att.
C. T. Keasey - w/att.
D. D. Swan - w/att.
J. L. Sollis - w/att.

RECEIVED
STATE HWY ENGR
JUN 16 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

ESH

PUC Docket No. SXF ____________

PUC Crossing No. 2A-004.10-A

DOT-AAR Crossing No. 809161K

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through its Department (name of applicant) of Transportation, Highway Division,

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of NE 60th Avenue (name of street or highway)

and Oregon-Washington Railroad and Navigation Co., (Union Pacific Railroad, (name of railroad company) Lesee) Mainline (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) X Other (please specify) Construction of detour structure over an existing railroad. There will be sidewalk and traffic rail reconstruction and additions to an existing bent within railroad right of way.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation,Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 4.14

b. City Portland

c. Nearest railroad station Graham

d. County Multnomah

e. The proposed project is to be in the SE 1/4 of the NE 1/4 of Section 31, Township 1N, Range 2E, W. M.

4. a. Name of public highway involved in this project:

NE 60th Avenue

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Oregon-Washington Railroad, and Navigation Co. (Union Pacific Railroad, Lessee) Mainline (include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland,Bureau of Streets & Structures,621 SW Alder St,Portland,OR 97205

c. Multnomah County Public Works Division,2115 SE Morrison,Portland,OR 97204

d. Portland General Electric,3700 SE 17th,Portland,OR 97202 ATTN: J.Johnston

e. Pacific Power & Light Co,2126 N Lewis Ave,Portland,OR 97227

f. Oregon Department of Transportation, Highway Division ,Transportation Bldg.,Salem,OR 97310

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co,123 NW Flanders St,Portland,OR 97209 ATTN: Don Thomas

h. Pacific Northwest Bell,825 NE 20thAve,Portland,OR 97232 ATTN: R. Clausen

7. **Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):** Construction of a detour structure for NE 60th Avenue traffic over the Columbia River Highway, I-84 and UPRR. This will allow for removal and reconstruction of a portion of the NE 60th Avenue structure over the Columbia River Highway. Sidewalk and traffic rail of the existing structure will be removed and reconstructed over the UPRR. An existing bent within UPRR R/W will be altered to accommodate

8. a. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** Yes
(yes/no)

b. **If yes, why?** To accommodate the widening of the Columbia River Highway and construction of the Light Rail Transitway adjacent to the highway which will provide for increased highway traffic and improved safety.

9. **Is the crossing involved (to be) a separated crossing?** Yes
(yes/no)

---

7. CONTINUED-

the 60th Avenue reconstruction. The detour structure is to be removed upon completion of existing structure alterations.

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--	After completion--
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?
N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?
Oregon Department of Transportation,Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation,Highway Division	100%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation-Highway Division)

b. All highway appurtenances: City of Portland (Detour-Oregon Dept. of Transportation-Hwy.Div

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation-Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation-Highway Division)

b. All highway appurtenances: City of Portland (Detour-Oregon Dept. of Transportation-Hwy. Div

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland (Detour-Oregon Department of Transportation-Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
City of Portland (Detour-Oregon Department of Transportation-Highway Division)

27. Is a temporary impairment standard clearance on the railroad necess during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): A detour structure for NE 60th Avenue will be constructed over the Union Pacific Railroad Mainline and spur track and Columbia River Highway, see Drawing No. 36841. Railroad construction clearance for mainline track is 27'-6" horizontal by 21'-0" vertical and spur track is 19'-0" horizontal by 21-'-0" vertical. The NE 60th Avenue structure will require alterations to the

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ___________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

27. CONTINUED -

existing spans and a bent. Railroad construction clearances is controlled by the existing clearances with exceptions as shown on Drawing No. 36840.

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon Department of Transportation-Highway Division-Bridge Section Drawing Nos. 36840,36841,35862 and 35863.

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at SALEM, Oregon this 11th day of JUNE, 1982.

(Applicant)

(Attorney)
ASST. ATTORNEY GENERAL

I, Roger D. Trygstad, being f[illegible]t duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

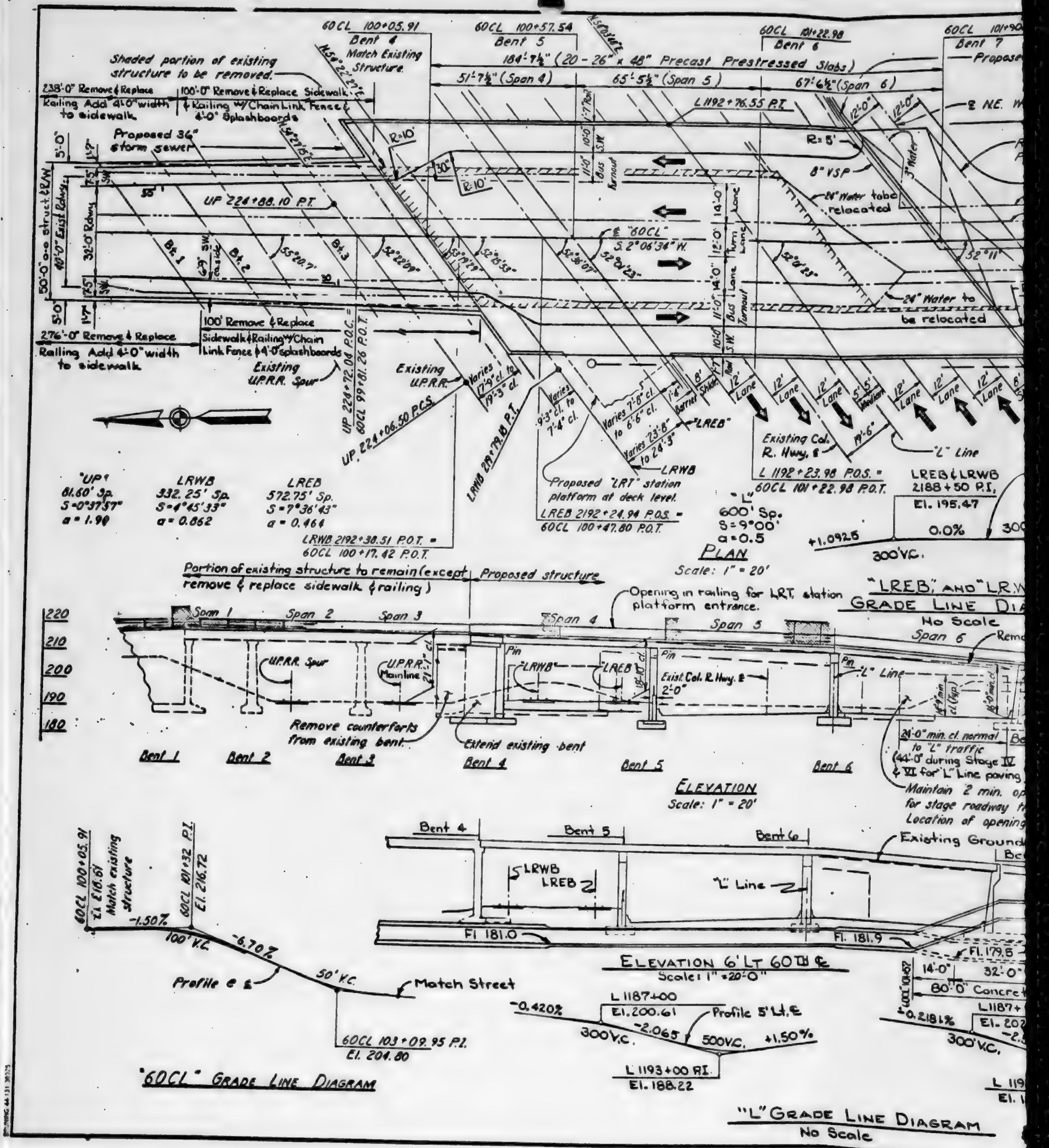
STATE OF OREGON)
) ss.
County of Marion)

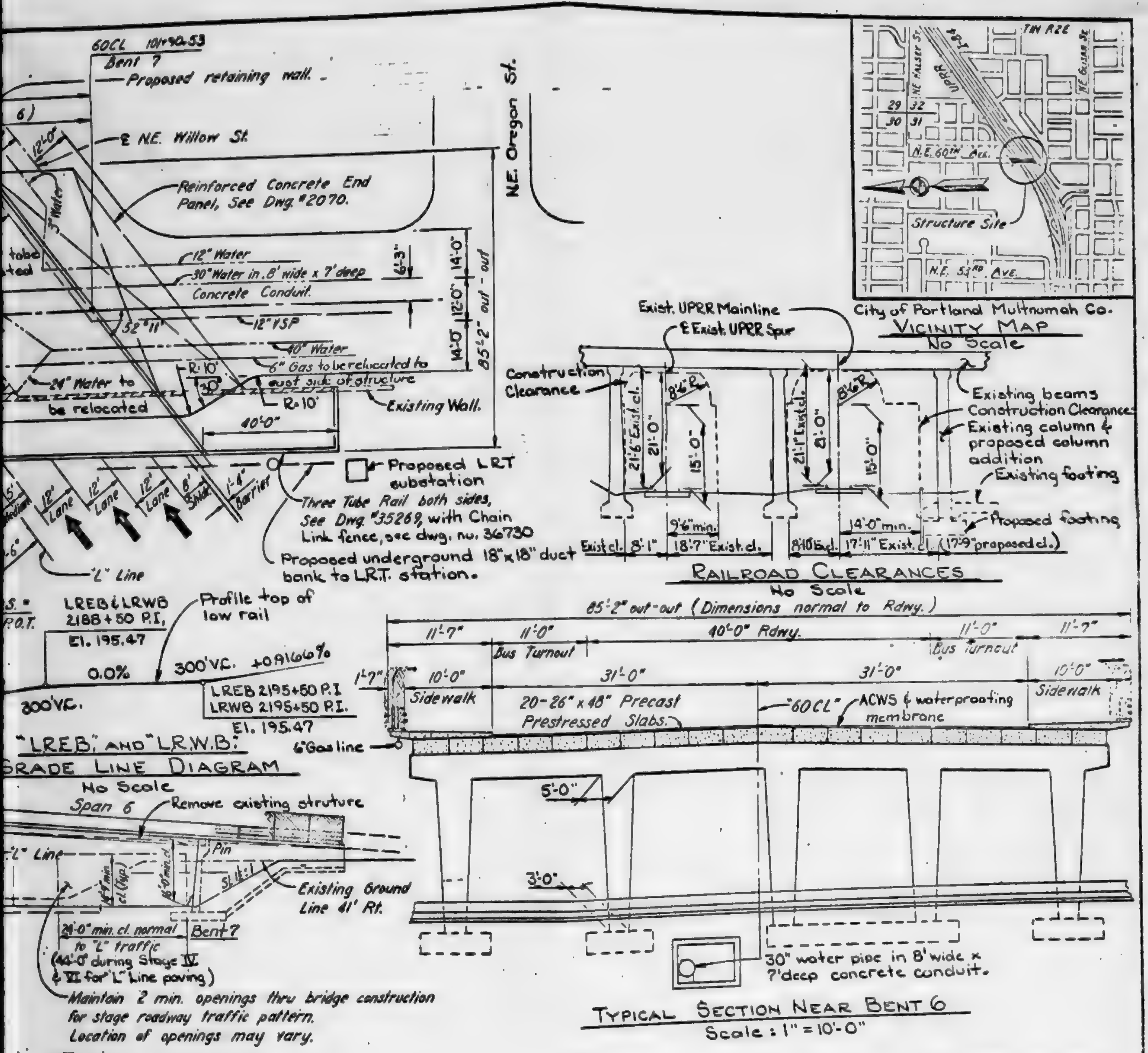
Subscribed and sworn to before me this 14th day of June, 1982.

(Notary Public for Oregon)

My Commission Expires: 12/16/84

PUC Form 202 (30) 1-80
Signature Page



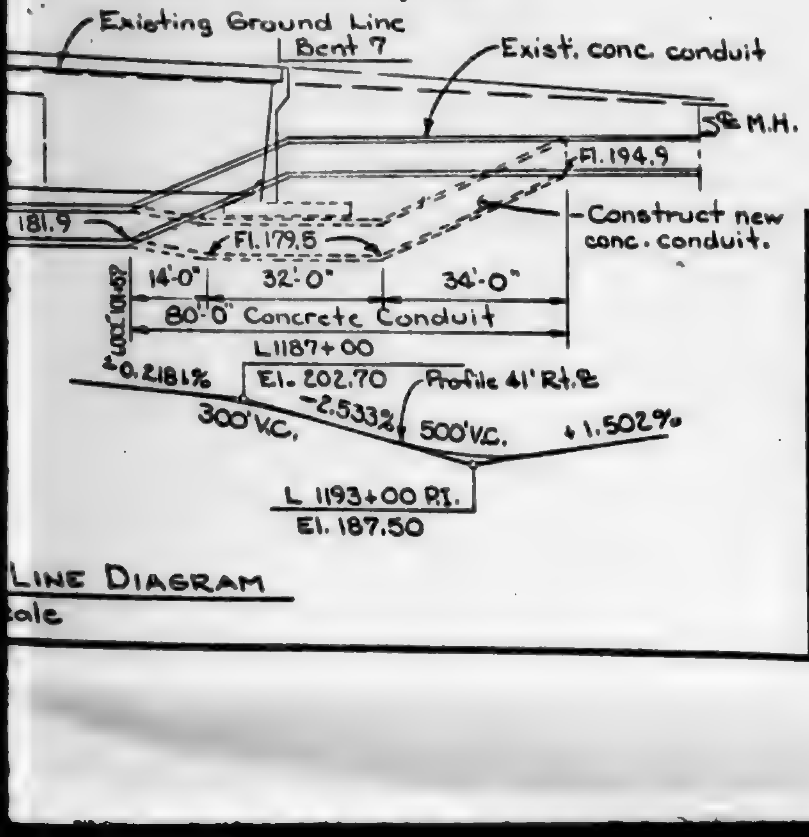

60CL 101+90.53
Bent 7
Proposed retaining wall.
℄ N.E. Willow St.
N.E. Oregon St.
Reinforced Concrete End Panel, See Dwg. #2070.
3" Water
12' 0"
to be ... ted
12" Water
30" Water in 8' wide x 7' deep Concrete Conduit.
12" VSP
40" Water
6" Gas to be relocated to east side of structure
24" Water to be relocated
52° 11'
R. 10'
30°
R. 10'
Existing Wall.
40'-0"
6'-3"
14'-0"
12'-0"
14'-0"
85'-2" out - out
12' Lane
12' Lane
12' Lane
8' Shldr.
1'-4" Barrier
Proposed LRT substation
Three Tube Rail both sides, See Dwg. #35269, with Chain Link fence, see dwg. no. 36730
Proposed underground 18"x18" duct bank to L.R.T. station.
"L" Line
TIN R2E
NE HALSEY ST.
I-84
UPRR
NE GLISAN ST.
29 32
30 31
N.E. 60TH AVE.
Structure Site
N.E. 53RD AVE.
Exist. UPRR Mainline
℄ Exist. UPRR Spur
Construction Clearance
21'-6" Exist. cl.
21'-0"
8'-6" R.
15'-0"
21'-1" Exist. cl.
21'-0"
8'-6" R.
15'-0"
Existing beams
Construction Clearance
Existing column & proposed column addition
Existing footing
Proposed footing
9'-6" min.
14'-0" min.
Exist. cl. 8'-1"
18'-7" Exist. cl.
8'-10" Exist. cl.
17'-11" Exist. cl.
(17'-9" proposed cl.)
LREB & LRWB 2188+50 P.I.
El. 195.47
Profile top of low rail
0.0%
300' V.C.
+0.9166%
300' V.C.
LREB 2195+50 P.I.
LRWB 2195+50 P.I.
El. 195.47
85'-2" out-out (Dimensions normal to Rdwy.)
11'-7"
11'-0"
40'-0" Rdwy.
11'-0"
11'-7"
Bus Turnout
Bus Turnout
1'-7"
10'-0" Sidewalk
31'-0"
31'-0"
10'-0" Sidewalk
20-26" x 48" Precast Prestressed Slabs.
"60CL"
ACWS & waterproofing membrane
6" Gas line
5'-0"
3'-0"
30" water pipe in 8' wide x 7' deep concrete conduit.
Span 6
Remove existing struture
"L" Line
Pin
Existing Ground Line 41' Rt.
Bent 7
24'-0" min. cl. normal to "L" traffic (44'-0" during Stage IV & VI for "L" Line paving)
Maintain 2 min. openings thru bridge construction for stage roadway traffic pattern. Location of openings may vary.

City of Portland Multnomah Co.
VICINITY MAP
No Scale

RAILROAD CLEARANCES
No Scale

"LREB" AND "LRWB"
GRADE LINE DIAGRAM
No Scale

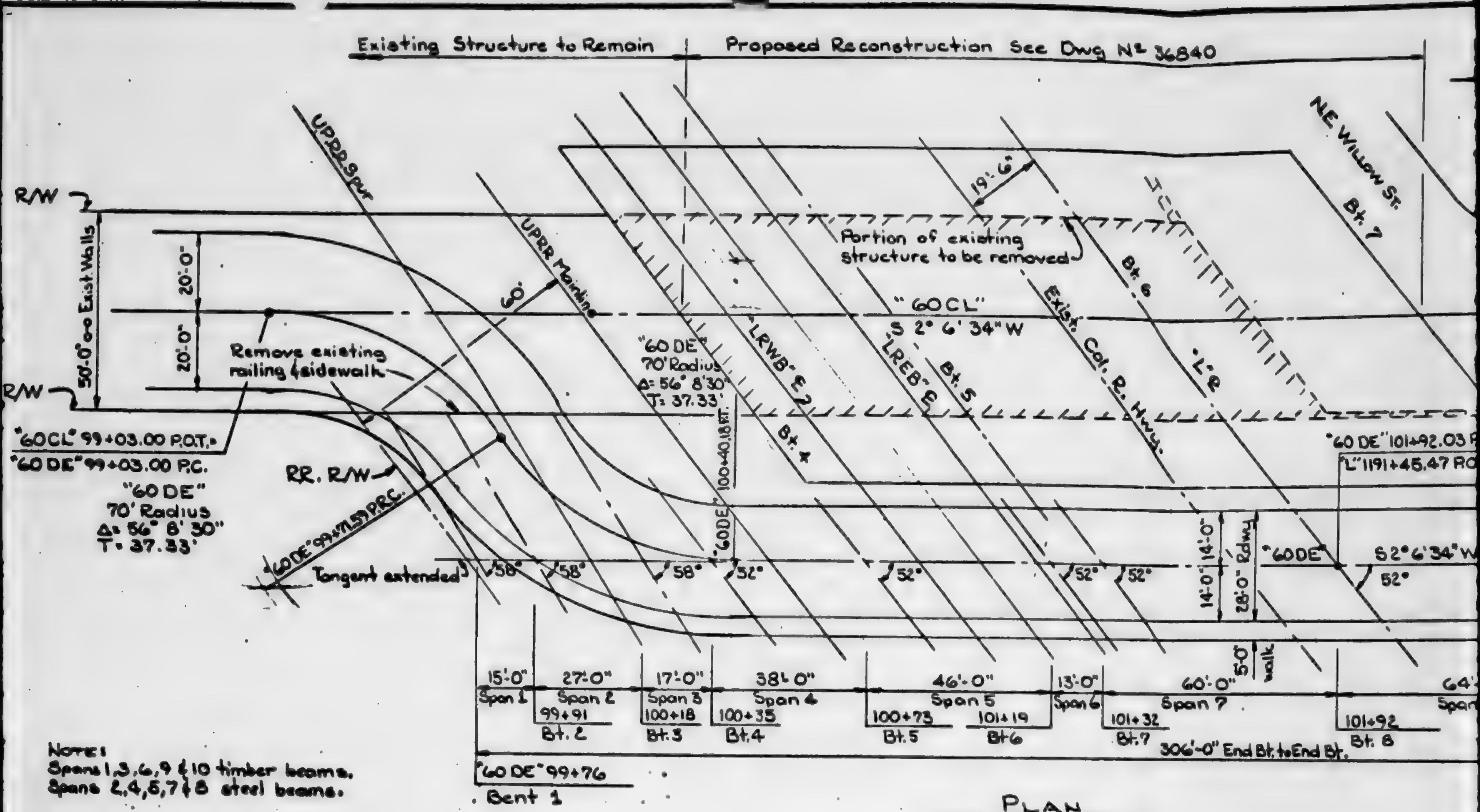
TYPICAL SECTION NEAR BENT 6
Scale : 1" = 10'-0"


Existing Ground Line
Bent 7
Exist. conc. conduit
5' ⌀ M.H.
Fl. 194.9
181.9
Fl. 179.5
Construct new conc. conduit.
14'-0"
32'-0"
34'-0"
80'-0" Concrete Conduit
L1187+00
0.2181%
El. 202.70
-2.533%
Profile 41' Rt. ℄
300' V.C.
500' V.C.
+1.502%
L 1193+00 P.I.
El. 187.50

LINE DIAGRAM
...cale

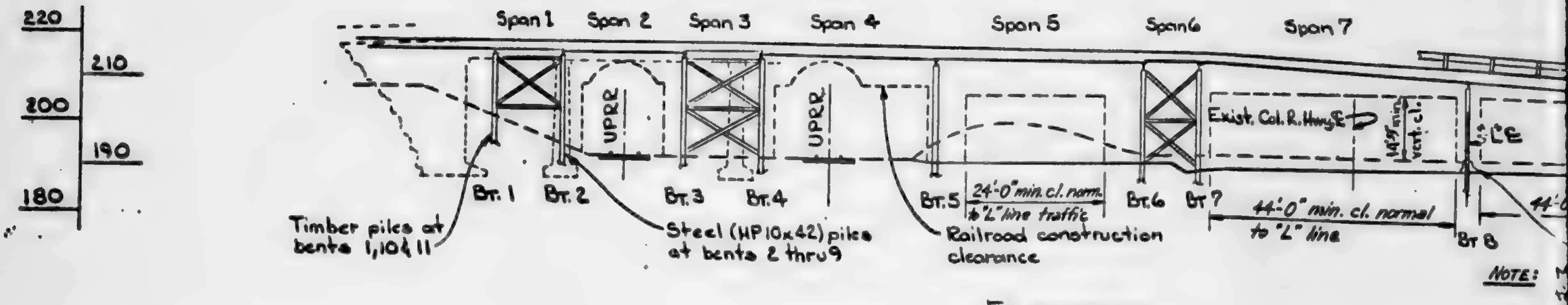
NOTE:
New bridge construction designed for HS 20-44 with an allowance of 25psf. for present and 25psf for future wearing surface.
See Dwg. No 36841 for detour structure details.
All elevations shown are based on City of Portland Datum.

APPROVED: ... P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER ... P.E.	N.E. 60TH AVE. UNDERCROSSING N.E. 39TH AVE. - N.E. 87TH AVE. SECTION COLUMBIA RIVER HIGHWAY (I-84) MULTNOMAH COUNTY
TECHNICAL SERVICES ENGINEER	
DESIGNED J.G.B. DRAWN M.K. CHECKED REVIEWED REVIEWED CALC. BOOK 1873	P.U.C. PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE APRIL 1982 / SHEET 1 OF / DRAWING NO. 36840
	BRIDGE NO. 7028 A


Existing Structure to Remain
Proposed Reconstruction See Dwg Nº 36840
R/W
R/W
50'-0" c-c Exist. Walls
20'-0"
20'-0"
UPRR Spur
UPRR Mainline
60°
Remove existing railing & sidewalk
"60CL" 99+03.00 P.O.T.
"60DE" 99+03.00 P.C.
"60 DE"
70' Radius
Δ= 56° 8' 30"
T= 37.33'
RR. R/W
"60DE" 99+71.59 P.R.C.
Tangent extended
"60 DE"
70' Radius
Δ= 56° 8' 30"
T= 37.33'
100+40.18 P.T.
"60DE"
"LRWB" E
"LREB" E
Bt. 4
Bt. 5
Portion of existing structure to be removed
"60CL"
S 2° 6' 34" W
19'-6"
Exist. Col. R. Hwy.
Bt. 6
"L" E
N.E. Willow St.
Bt. 7
"60 DE" 101+92.03
"L" 1191+45.47
14'-0"
14'-0"
28'-0" Rdwy
5'-0" walk
"60DE"
S 2° 6' 34" W
58°
58°
58°
52°
52°
52°
52°
52°
15'-0"
Span 1
27'-0"
Span 2
99+91
Bt. 2
17'-0"
Span 3
100+18
Bt. 3
38'-0"
Span 4
100+35
Bt. 4
46'-0"
Span 5
100+73
Bt. 5
101+19
Bt. 6
13'-0"
Span 6
60'-0"
Span 7
101+32
Bt. 7
64'
Span
101+92
Bt. 8
306'-0" End Bt. to End Bt.
"60 DE" 99+76
Bent 1
Notes:
Spans 1, 3, 6, 9 & 10 timber beams.
Spans 2, 4, 5, 7 & 8 steel beams.

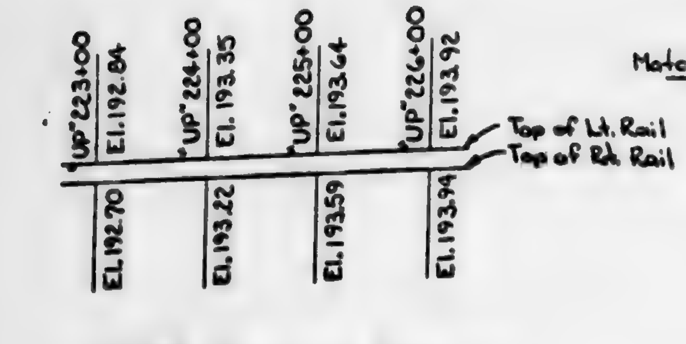
PLAN

Scale: 1" = 20'-0"


220
210
200
190
180
Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Span 7
UPRR
UPRR
Exist. Col. R. Hwy. E
14'9" min. vert. cl.
"L" E
Bt. 1
Bt. 2
Bt. 3
Bt. 4
Bt. 5
Bt. 6
Bt. 7
Bt. 8
24'-0" min. cl. norm. to "L" line traffic
44'-0" min. cl. normal to "L" line
Timber piles at bents 1, 10 & 11
Steel (HP 10x42) piles at bents 2 thru 9
Railroad construction clearance
NOTE:

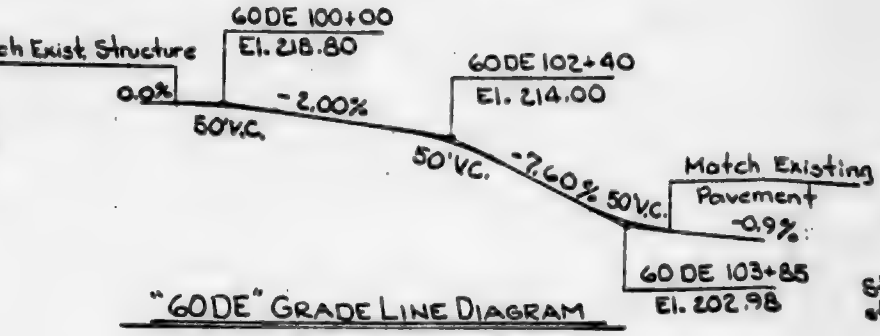
ELEVATION

Scale: 1" = 20'-0"


"UP" 223+00
El. 192.84
"UP" 224+00
El. 193.35
"UP" 225+00
El. 193.64
"UP" 226+00
El. 193.92
Top of Lt. Rail
Top of Rt. Rail
El. 192.70
El. 193.22
El. 193.59
El. 193.94

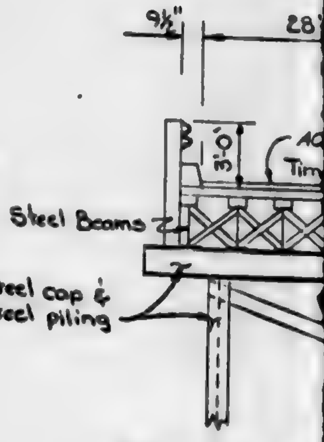
UPRR MAINLINE PROFILE

No Scale


Match Exist. Structure
0.0%
60DE 100+00
El. 218.80
50' V.C.
-2.00%
60DE 102+40
El. 214.00
50' V.C.
-7.60%
50 V.C.
Match Existing Pavement
-0.9%
60 DE 103+85
El. 202.98

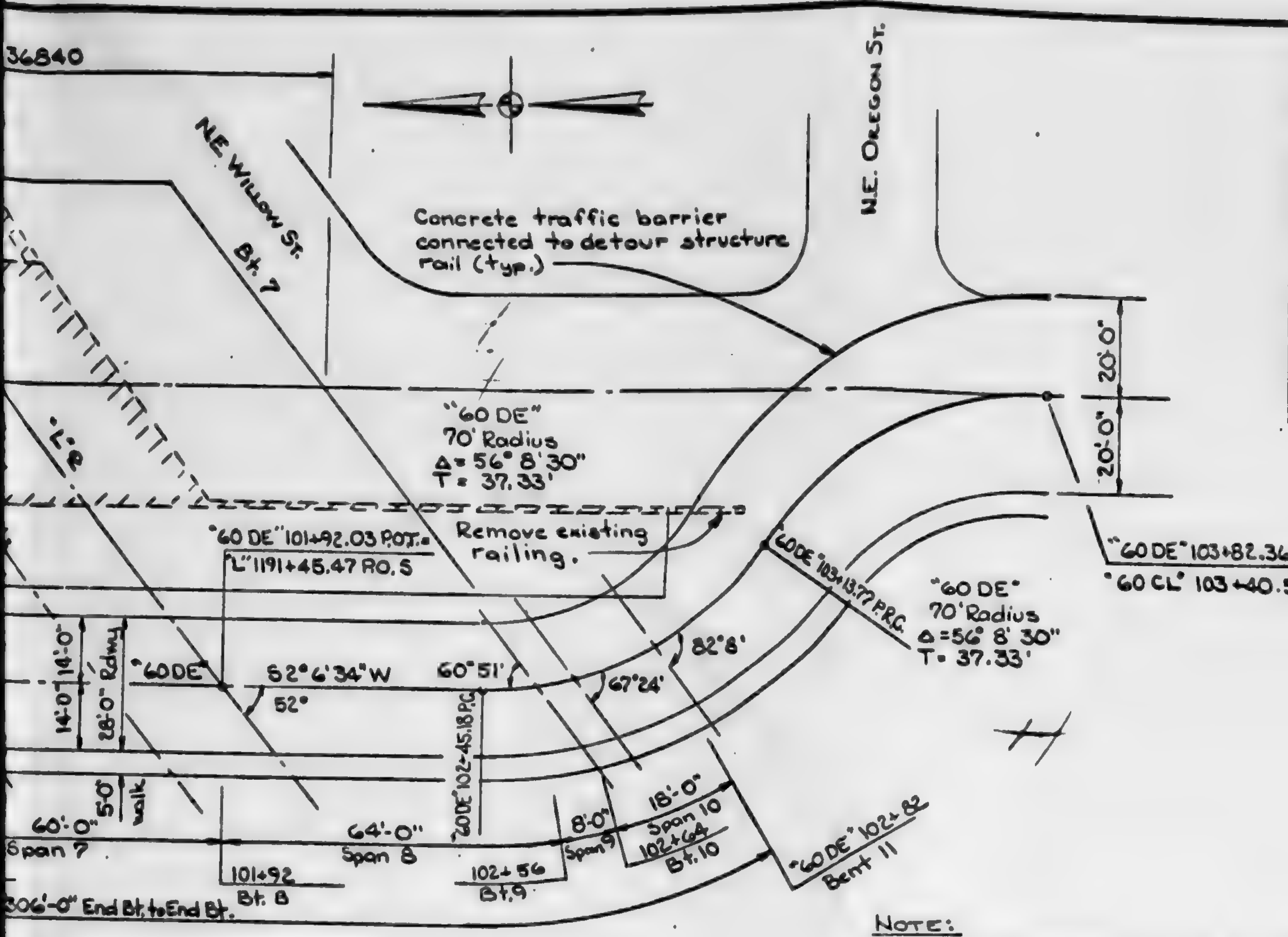
"60DE" GRADE LINE DIAGRAM

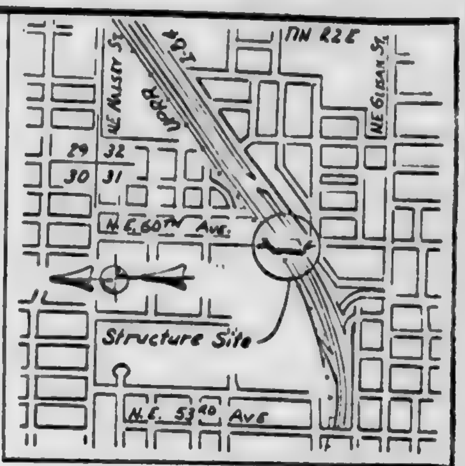
No Scale


9½"
28
3'-0"
AC
Tim
Steel Beams
Steel cap & steel piling

STEEL BMS. SPAN

PART

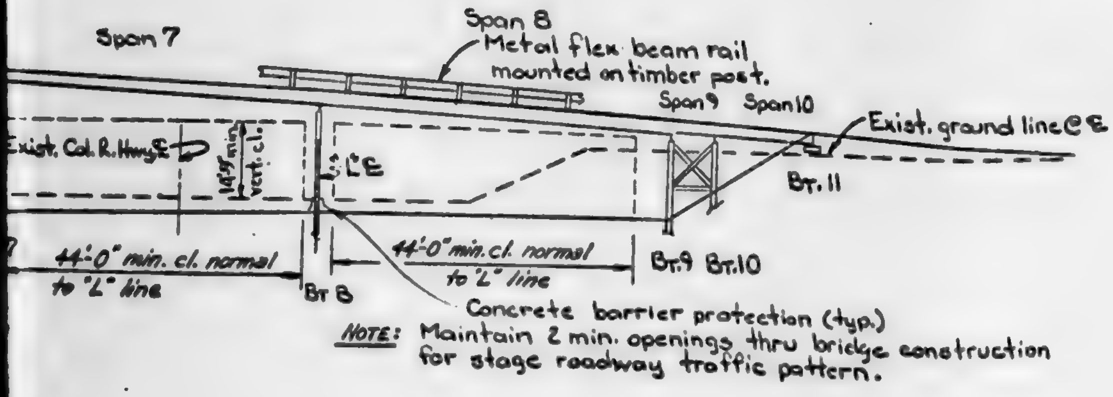

36840
N.E. Willow St.
Bt. 7
N.E. Oregon St.
Concrete traffic barrier connected to detour structure rail (typ.)
"60 DE" 70' Radius Δ= 56° 8' 30" T= 37.33'
"L" ℄
Remove existing railing.
"60 DE" 101+92.03 P.O.T.= "L" 1191+45.47 P.O.S
"60 DE" 103+13.77 P.R.C.
"60 DE" 103+82.36 P.T. = "60 CL" 103+40.52 P.O.T.
"60 DE" 70' Radius Δ=56° 8' 30" T= 37.33'
20'-0"
20'-0"
14'-0"
14'-0"
28'-0" Rdwy
5'-0" walk
"60 DE"
52°6'34" W
52°
60°51'
67°24'
82°8'
"60 DE" 102+45.18 P.C.
60'-0" Span 7
64'-0" Span 8
8'-0" Span 9
18'-0" Span 10
101+92 Bt. 8
102+56 Bt. 9
102+64 Bt. 10
"60 DE" 102+82 Bent 11
306'-0" End Bt. to End Bt.


T1N R2E
N.E. Hassey St.
N.E. Glisan St.
I-84
Union
29
30
31
N.E. 60th Ave.
Structure Site
N.E. 53rd Ave.

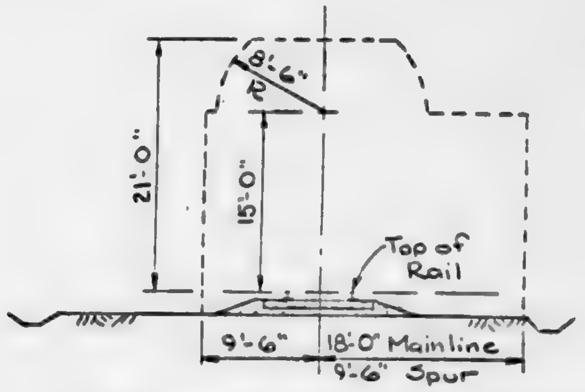
City of Portland
Multnomah County

VICINITY MAP
No Scale

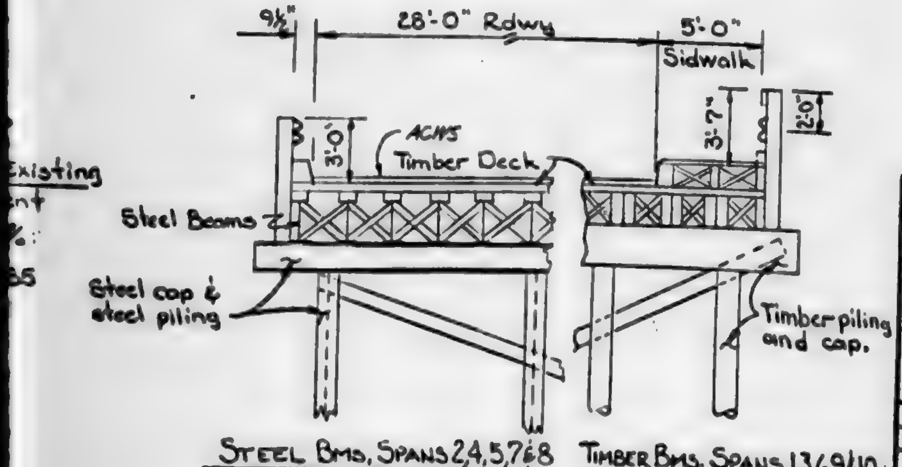
NOTE:
Structure designed for H.S. 20-44 loading with an allowance of 20 p.s.f. for present wearing surface.
For additional details of timber pile bents not shown see dwg. no. 34880.
Remove detour structure after proposed permanent structure is opened to traffic.
All elevations shown are based on City of Portland Datum.


Span 7
Span 8
Metal flex beam rail mounted on timber post.
Span 9
Span 10
Exist. ground line @ ℄
Exist. Col. R. Hwy ℄
14'-9" min. vert. cl.
℄ E
Bt. 11
44'-0" min. cl. normal to "L" line
44'-0" min. cl. normal to "L" line
Bt 8
Bt. 9
Bt. 10
Concrete barrier protection (typ.)

NOTE: Maintain 2 min. openings thru bridge construction for stage roadway traffic pattern.


8'-6" R
21'-0"
15'-0"
Top of Rail
9'-6"
18'-0" Mainline
9'-6" Spur

RAILROAD CONSTRUCTION DIAGRAM
No Scale


Existing
9½"
28'-0" Rdwy
5'-0" Sidwalk
3'-0"
3'-7"
2'-0"
ACWS
Timber Deck
Steel Beams
Steel cap & steel piling
Timber piling and cap.
STEEL BMS. SPANS 2,4,5,7 & 8
TIMBER BMS. SPANS 1,3,6,9 & 10

PARTIAL BENT SECTION
No Scale

APPROVED: P.E.
BRIDGE ENGINEER
DESIGNED JGB
DRAWN B.C.O.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1873

DATE	REVISION

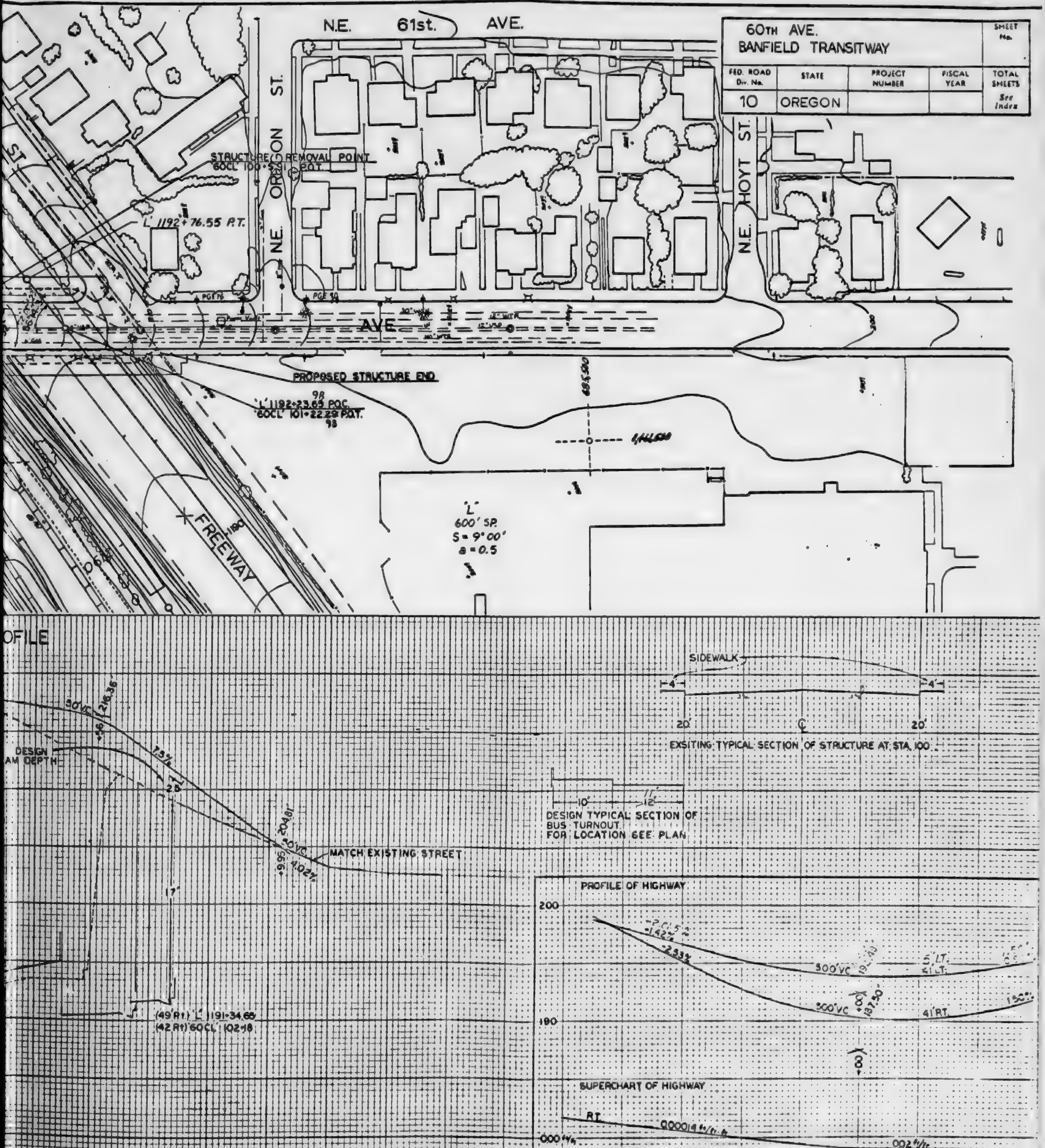
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

N.E. 60TH AVE, UNDERCROSSING
N.E. 39TH AVE. - NE 87TH AVE. SECTION
COLUMBIA R. HWY (I-84). MULTNOMAH CO.

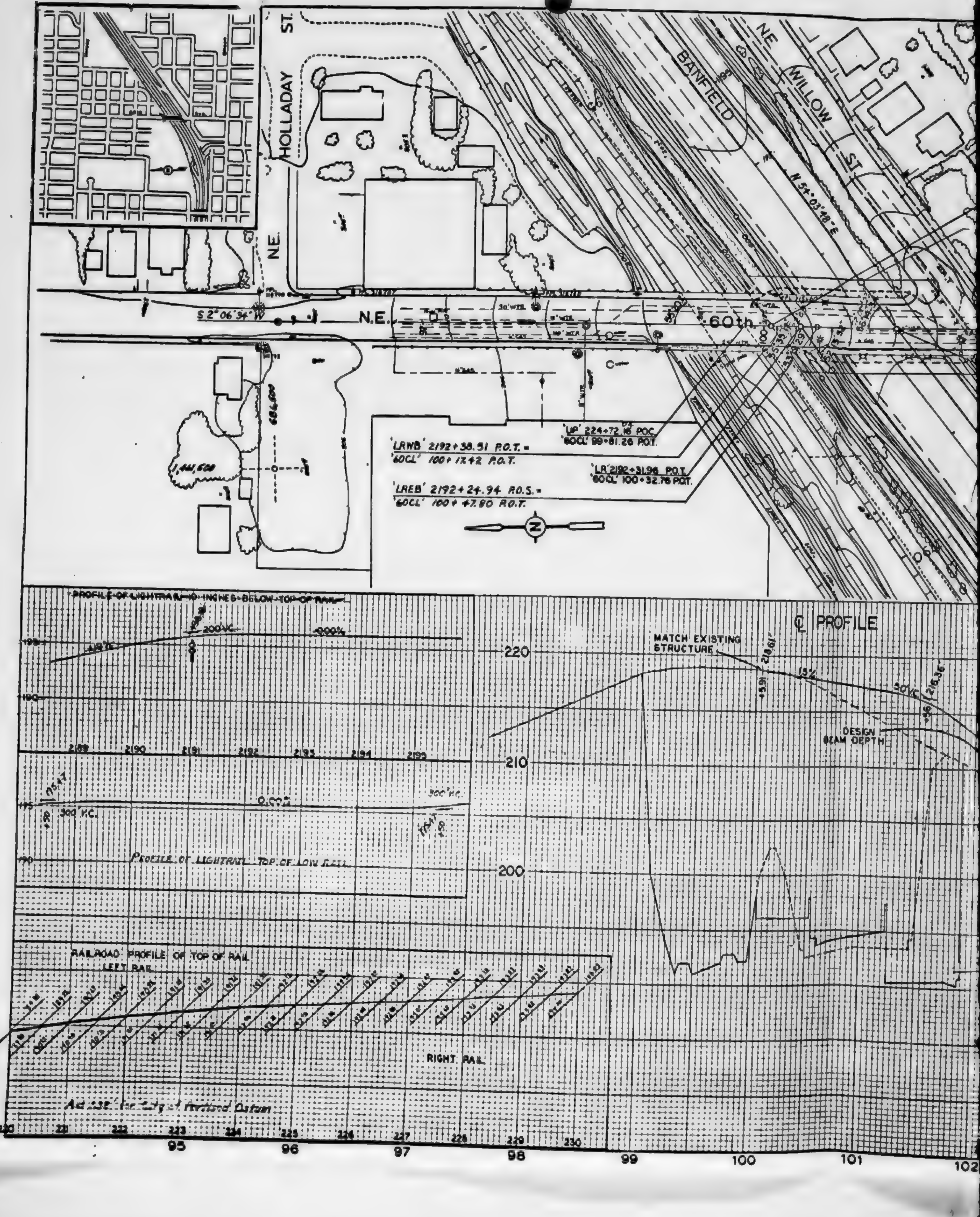
P.U.C.
DETOUR STRUCTURE PLAN & ELEVATION

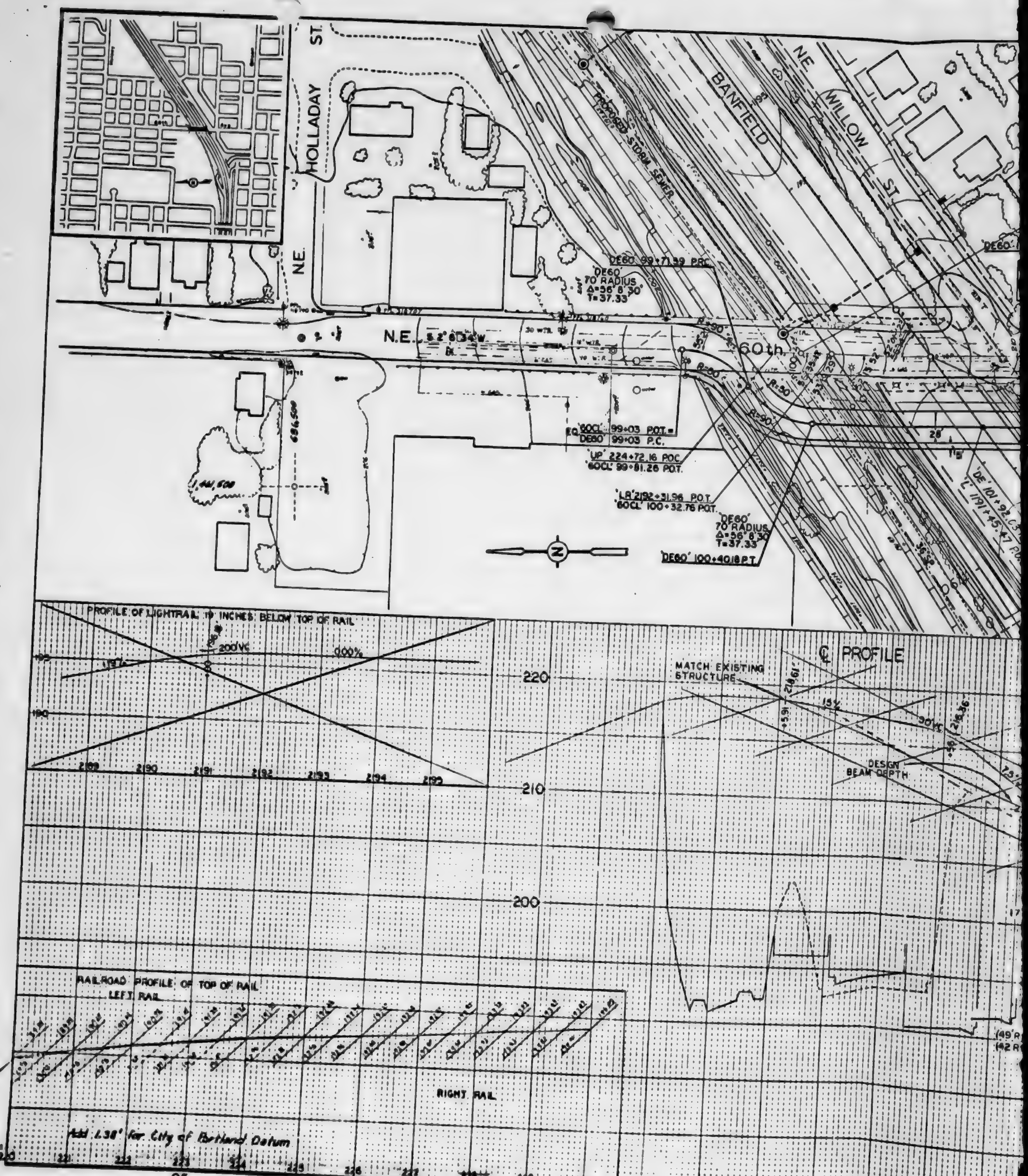
DATE MAY 1982
SHEET 2 OF
BRIDGE NO. 7028A
DRAWING NO. 36841

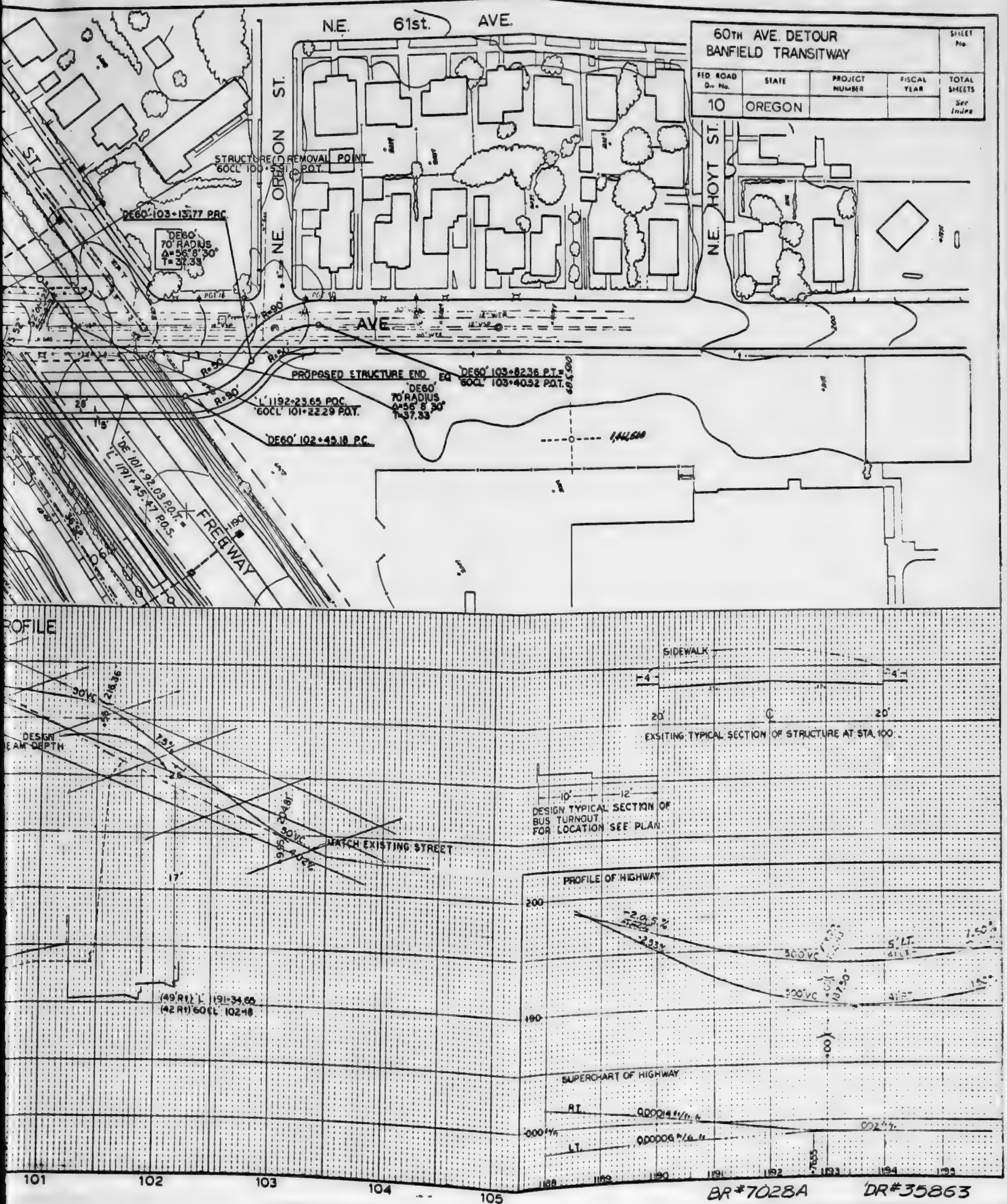
60TH AVE. BANFIELD TRANSITWAY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


N.E. 61st. AVE.
N.E. OREGON ST.
N.E. HOYT ST.
ST
AVE.
STRUCTURE REMOVAL POINT
60CL' 100+5.91 P.O.T.
'L' 1192+76.55 P.T.
PROPOSED STRUCTURE END
'L' 1192+23.65 P.O.C.
'60CL' 101+22.29 P.O.T.
98
FREEWAY
1190
'L'
600' SP.
S = 9°00'
a = 0.5
OFILE
DESIGN
AM DEPTH
90'VC
216.38
7.5%
25'
17'
204.81
40'VC
4.02%
MATCH EXISTING STREET
(49' Rt) 'L' 1191+34.65
(42 Rt) '60CL' 102+18
SIDEWALK
4'
4'
20'
20'
EXSITING TYPICAL SECTION OF STRUCTURE AT STA. 100
10'
12'
11'
DESIGN TYPICAL SECTION OF BUS TURNOUT
FOR LOCATION SEE PLAN
PROFILE OF HIGHWAY
200
190
-1.42%
-2.33%
500'VC
500'VC
187.50
5' LT.
41' LT.
41' RT.
SUPERCHART OF HIGHWAY
RT.
LT.
.000 ft/ft
.00014 ft/ft
.00005 ft/ft
.002 ft/ft
1188
1189
1190
1191
1192
1193
1194
1195
101
102
103
104
105

BR*7028A DR*35862


HOLLADAY ST.
NE.
BANFIELD
NE. WILLOW ST.
N 54°03'18" E
S 2°06'34" W
N.E. 60th
'UP' 224+72.16 P.O.C.
'60CL' 99+81.26 P.O.T.
'LRWB' 2192+38.51 P.O.T. =
'60CL' 100+17.42 P.O.T.
'LR' 2192+31.96 P.O.T.
'60CL' 100+32.78 P.O.T.
'LREB' 2192+24.94 P.O.S. =
'60CL' 100+47.80 P.O.T.
Z
1,441,500
686,000
PROFILE OF LIGHTRAIL 10 INCHES BELOW TOP OF RAIL
200'VC
0.00%
195
190
2189
2190
2191
2192
2193
2194
2195
300' VC
300' VC
195
190
PROFILE OF LIGHTRAIL TOP OF LOW RAIL
℄ PROFILE
MATCH EXISTING STRUCTURE
218.61
1.5%
50'VC
216.36
DESIGN BEAM DEPTH
220
210
200
RAILROAD PROFILE OF TOP OF RAIL
LEFT RAIL
RIGHT RAIL
Add 238' for City of Portland Datum
220
221
222
223
224
225
226
227
228
229
230
95
96
97
98
99
100
101
102


NE. HOLLADAY ST.
PROPOSED STORM SEWER
BANFIELD
NE. WILLOW ST.
N.E. 60th.
DE60 99+71.39 PRC
DE60' 70 RADIUS Δ=56°8'30" T=37.33
60CL 99+03 POT.= DE60 99+03 P.C.
UP 224+72.16 POC. 60CL 99+81.26 POT.
LR 2192+31.96 POT. 60CL 100+32.76 POT.
DE60' 70 RADIUS Δ=56°8'30" T=37.33
DE60' 100+40.18 PT.
R=90
R=50
1,441,500
696,500
N
PROFILE OF LIGHTRAIL 19 INCHES BELOW TOP OF RAIL
200VC
0.00%
192
190
2189
2190
2191
2192
2193
2194
2195
℄ PROFILE
MATCH EXISTING STRUCTURE
15%
30VC
DESIGN BEAM DEPTH
220
210
200
RAILROAD PROFILE OF TOP OF RAIL
LEFT RAIL
RIGHT RAIL
Add 2.38' for City of Portland Datum
220
221
222
223
224
225
226
227
228
229
230
95
96
97
98
99
100
101
102



60TH AVE. DETOUR
BANFIELD TRANSITWAY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index

N.E. 61st. AVE.
N.E. OREGON ST.
N.E. HOYT ST.
ST.
AVE
FREEWAY
STRUCTURE(D) REMOVAL POINT
'60CL' 100+5.91 P.O.T.
'DE60' 103+13.77 P.R.C.
'DE60'
70' RADIUS
Δ=56°8'30"
T=37.33
R=90
R=90'
R=90'
PROPOSED STRUCTURE END EQ
'DE60' 103+82.36 P.O.T.=
'60CL' 103+40.32 P.O.T.
'DE60'
70' RADIUS
Δ=56°8'30"
T=37.33
'L' 1192+23.65 P.O.C.
'60CL' 101+22.29 P.O.T.
'DE60' 102+45.18 P.C.
'DE' 101+92.03 P.O.T.=
'L' 1191+45.47 P.O.S.
28'
1'5'
1,144,600
PROFILE
30'VC
218.36
DESIGN
BEAM DEPTH
7.5%
2.6
17'
30'VC
4.02%
MATCH EXISTING STREET
(49'Rt.) 'L' 1191+34.65
(42'Rt.) '60CL' 102+18
SIDEWALK
4'
4'
20'
℄
20'
EXSITING TYPICAL SECTION OF STRUCTURE AT STA. 100
10'
12'
DESIGN TYPICAL SECTION OF
BUS TURNOUT
FOR LOCATION SEE PLAN
PROFILE OF HIGHWAY
200
190
-2.05%
-2.33%
300'VC
300'VC
5' LT.
1.50%
1.50%
1193+00
187.50
SUPERCHART OF HIGHWAY
RT.
0.00014 ft/ft/ft
.02 ft/ft
.000 ft/ft
0.00006 ft/ft/ft
LT.
.7655
101
102
103
104
105
1188
1189
1190
1191
1192
1193
1194
1195

BR#7028A DR#35863

7274

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 11, 1982

In Reply Refer to
File No.:

DES 23
7028A

RECEIVED
TECHNICAL SERVICES
JUN 14 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

NOTED
E. S. HUNTER

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: NE 60th Avenue Undercrossing
NE 39th Avenue - NE 87th Avenue Section
Columbia River Highway (I-84)
Multnomah County
BR 7028A

Enclosed are five reduced prints of Drawings 36840, 36841, 35862 and 35863 which are preliminary plan and elevation and vicinity maps for the 60th Avenue structure. Also enclosed are three copies of the 60th Avenue foundation report.

The 60th Avenue structure in the Banfield Transitway project carries city street traffic across the Union Pacific Railroad, Light Rail trackway, and the proposed Banfield Freeway reconstruction. Roadway geometry is established to provide for the above while maintaining the existing city street width on the structure. Additional width is provided for bus and pedestrian traffic to serve the proposed Light Rail station adjacent to and adjoining the structure. The existing structure north of the proposed Light Rail trackway, except for sidewalks and rails, will be utilized and the remainder of the structure will be rebuilt. A portion of a conduit enclosing a city water pipe will be rebuilt to provide continued operation.

Precast concrete members are used to reduce construction problems over Banfield traffic and minimize costs. A detour structure is required for 60th Avenue traffic during construction.

Estimated costs based on approximate quantities and including an allowance for engineering and contingencies are:

60th Avenue	$1,270,000
60th Avenue Detour	$ 566,000

We request your approval of this preliminary submittal.

JGB:jrb
Enclosures
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/1
E. L. Hardt /w/2
R. A. Sandmann /w/ 16 and 1 construction sequence

Form 734-3122

ROAD DESIGN SECTION DES 1

Tony George, Coordinating Engineer
Environmental Section

ADOlson
A. D. Olson
Preliminary Design Engineer

June 10, 1982

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Tarpin
4 Stout
Wekerlig

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JUN 11 1982
ROAD DESIGN SECTION

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Action

Noise Barrier Cost Estimates
74th-79th Avenues (North)
Banfield Transitway
Columbia River Highway
Multnomah County
Prefix 26-1929-907-04P1

Noted REM

A standard freestanding concrete noise wall using the precast concrete panel alternate would be the most feasible type of noise barrier to construct in order to preserve the trees.

A berm/wall combination was also considered; however, the berm would only average three feet in height and the trees would need to be removed in order to construct this alternate.

Placing a noise barrier on property furnished by the City of Portland would require a written agreement between the State and City indicating that the noise barrier would be a permanent installation, and also the party responsible for maintenance of the noise barrier.

The most appropriate location for the noise wall would be to taper the wall from a point approximately 10 feet behind the curb on Jonesmore Street at Station 1239 to the City's right-of-way line at Station 1241, then along the right-of-way line to Station 1248. Placing the noise wall at this location instead of at the curb line has several advantages. Safety factors would be improved by placing the wall away from the curb line. The wall would be behind the trees instead of blocking the view of the trees from the neighborhood, and maintenance of the right-of-way area would be less difficult. Placing the wall at the right-of-way line also allows room for future improvement of Jonesmore Street.

Constructing the noise wall as proposed would require a wall 990 feet long and up to 12 feet in height, averaging 8-1/2 feet in height. This wall would cost approximately $185,000 to construct, averaging $187 per lineal foot.

There would be no apparent adverse impact to the road design by constructing this wall.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: May 21, 1982

Tony
FROM: Anthony J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
74th-79th Avenues (North)
Banfield Transitway
Columbia River Highway
Multnomah County

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakarlic

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MAY 24 1982
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Please estimate costs and evaluate the engineering feasibility for the sound wall listed in the table below. Please evaluate the feasibility of constructing the sound wall as either a concrete wall or a berm-wall combination. A map and profile of the sound wall are attached.

Sound Wall Stations	Length	Height	Elevation (see profile)
1239+00-1248+00 Lt.	1030'	3-11'	224° - 239°

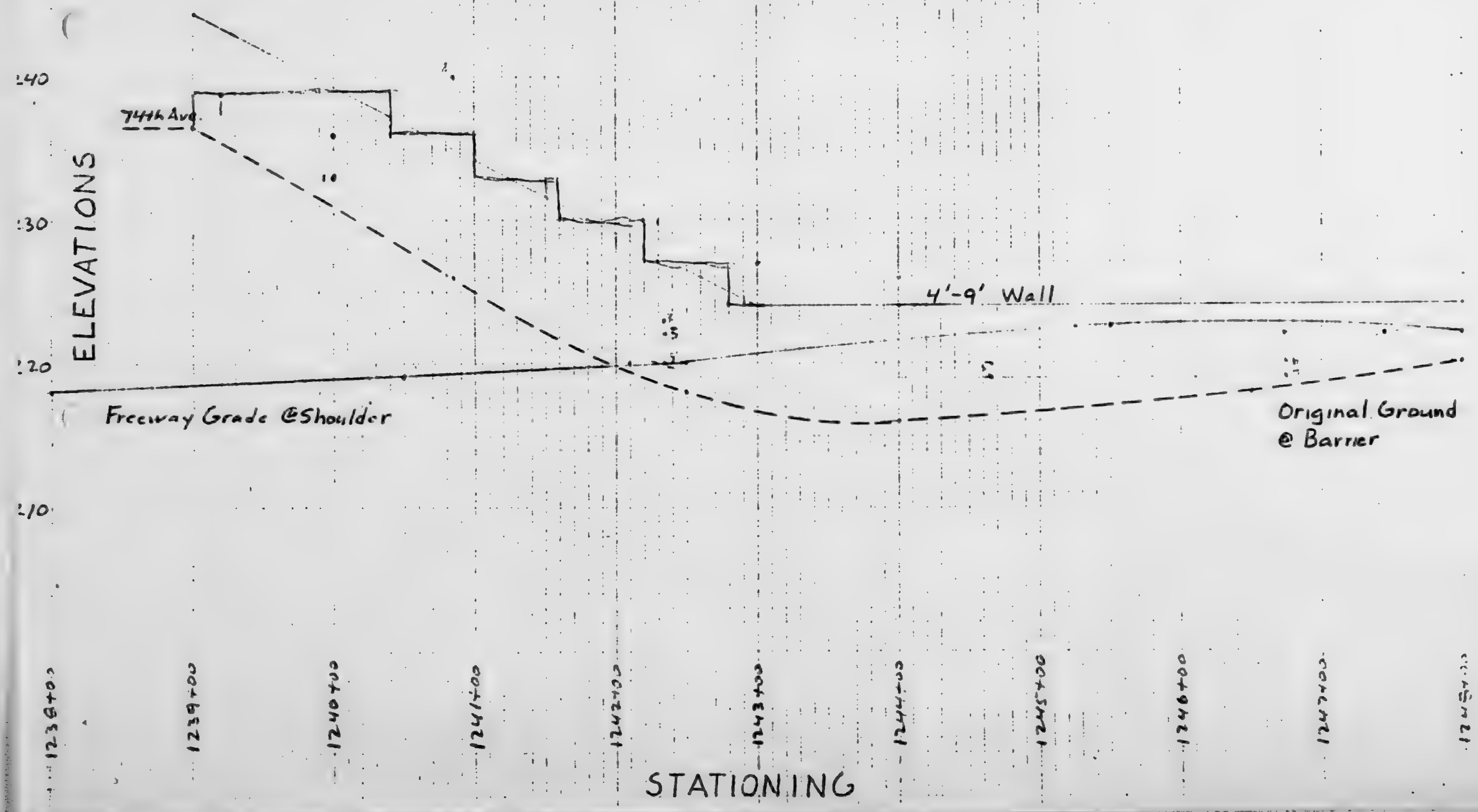
The sound wall would be located on Jonesmore Street right-of-way. It is our understanding that the right-of-way for a construction easement will be furnished by the City of Portland at no cost. There are several trees along Jonesmore Street. The neighborhood would like to preserve the trees, if at all possible. Therefore, please estimate costs and engineering feasibility based on constructing a post and panel type wall at the curb line of Jonesmore Street, without removing any trees, between station 1239+00 and station 1243+30. The remainder of the barrier could be constructed on City right-of-way.

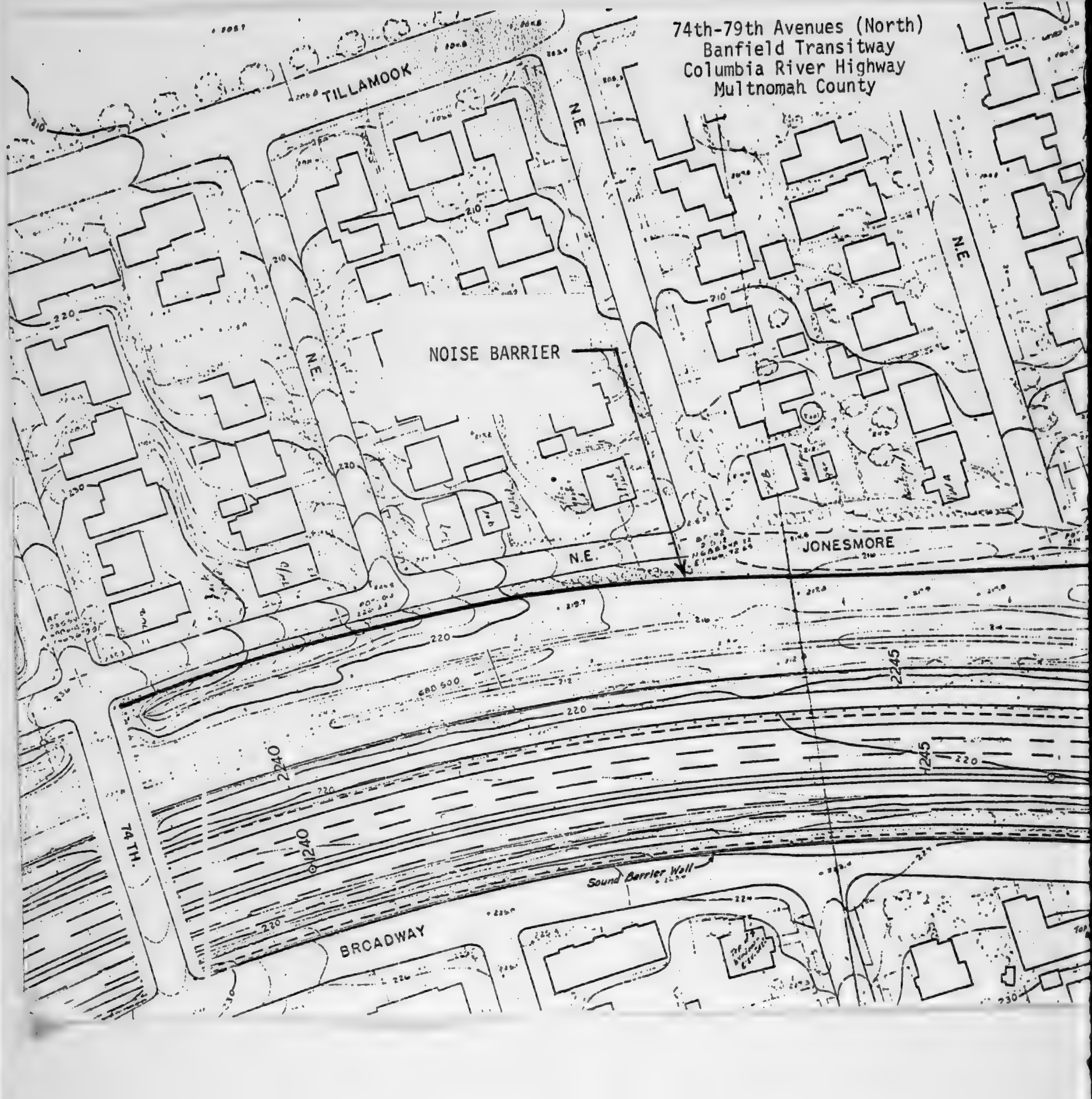
There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Tim Thex or myself if there are any questions. Bob Sandmann can be contacted at 238-8226 for questions concerning right-of-way negotiations with the City of Portland.

AJG:JN:kh

cc: Bob Sandmann w/attach

Banfield Transitway
74th-79th Avenues (North)
Columbia River Highway

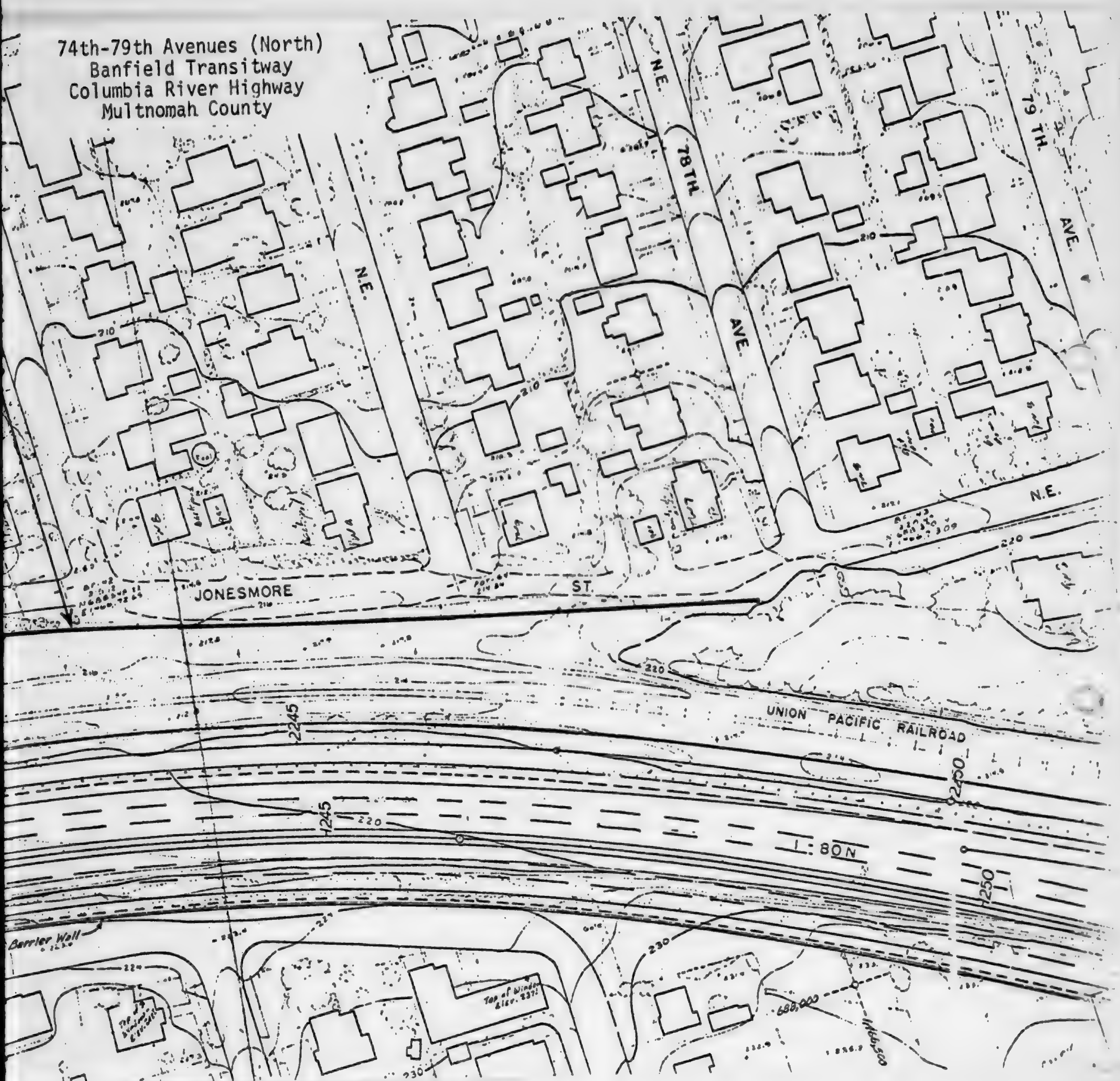




74th-79th Avenues (North)
Banfield Transitway
Columbia River Highway
Multnomah County

NOISE BARRIER
TILLAMOOK
N.E.
N.E.
N.E.
N.E.
JONESMORE
BROADWAY
74TH.
Sound Barrier Wall
210
220
230
2240
2245

74th-79th Avenues (North)
Banfield Transitway
Columbia River Highway
Multnomah County


N.E.
N.E.
78TH
AVE.
79 TH
AVE.
N.E.
Pool
210
220
JONESMORE
ST.
UNION PACIFIC RAILROAD
2245
1245
220
2250
I-80N
1250
Barrier Wall
230
Top of Window Elev. 237
688,000
230

7594 Pla.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PLA

TO: MEMO

DATE: June 9, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Banfield Transitway Access Control
58th and Glisan

Representative Whallon and Mr. Fidler requested consideration to retain access to their property located at the corner of 58th and Glisan.

Don Adams will review the access control with Adrian Olson.

Scott agreed to respond to the request. If a response is established next week. Ed Hunter will provide the response.

RNB:lb

cc E. S. Hunter
Bob Sandmann
Don Adams

NOTED
E. S. HUNTER

1 Versteeg ✓
Anderson
Adams
Sullivan
2 [illegible] 4

RECEIVED
JUN 10 1982
ROAD DESIGN SECTION

RECEIVED
TECHNICAL SERVICES
JUN 10 '82
REFER TO Versteeg
FOR

Info	Inves	A/P	D/R	Sign	Act	File
✓						

- 7594

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT (Your DES 23)
NE. 58th Avenue On-Ramp Overcrossing
Multnomah County (Bridge No. 7032A)

Date: June 9, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed Mr. Hart's preliminary plan submittal of the above project on the NE. 39th-NE. 87th Avenue Section of the Columbia River Highway. The proposal is acceptable. Please proceed with the design.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

NOTED
E. E. HUNTER

RECEIVED
STATE HWY ENGR
JUN 10 '82
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

6/10
ey

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
7032A

March 8, 1982

RECEIVED
TECHNICAL SERVICES
MAR 9 '82
REFER TO
FOR

NOTED
E. S. HUNTER

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: NE 58th Avenue On-Ramp Overcrossing
NE 39th Avenue-NE 87th Avenue Section
Columbia River Highway (I-84)
Multnomah County
BR 7032A

Enclosed are five reduced prints of Drawings 36759 and 36151 which are the preliminary plan and elevation and vicinity map for the 58th Avenue structure. The foundation report will be forwarded when it becomes available.

This rigid frame structure carries traffic from 58th Avenue under the Banfield Freeway and onto the freeway westbound. Additional roadway width for the reconstructed Banfield Freeway requires extending the frame at both the north and south ends. Restricted horizontal clearance between the LRT trackway and the Banfield Freeway require a reduced 58th Avenue roadway width as it exits the frame at the northwest end.

Traffic on 58th Avenue will be shut down during construction, and Banfield traffic will be staged.

Estimated costs based on approximate quantities and including an allowance for engineering and contingencies is $531,000.

We request your approval of this preliminary submittal.

JEB:jrb
Enclosures
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/1
Metropolitan ~~R. N. Bothman~~ /w/2
E. L. Hardt /w/1
R. A. Sandmann /w/16 plus 1 construction sequence

Form 734-3122

-9574

I-84 N

ROAD DESIGN SECTION DES 16

Tony George, Coordinating Engineer
Environmental Section

June 8, 1982

ADOlson
A. D. Olson
Preliminary Design Engineer

Noise Barrier Cost Estimate
82nd-84th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County
Prefix 26-1929-907-04P1

Constructing this berm as proposed does not appear to be feasible. The current project assumptions are that there is an excess of material on this section of the project; however, this material is committed to another section of the project and additional material will need to be borrowed to complete that section.

This berm, if constructed, would also destroy three large (approximately 24-inch diameter) trees located in the path of the proposed berm.

If contract schedules do not allow efficient usage of the material, as suggested above, further consideration will be given to use of the total triangle area as a disposal site unless there is some reason that this would be environmentally objectionable.

ADO:ja

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JUN 9 1982
ROAD DESIGN SECTION

REFERRED TO
Board Steudenmeyer
Cole ✓ Mann NBM
Erikson Watson
Hager Dorn
[✓ Return] Discuss
BY FINAL DESIGN ENGINEER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: May 21, 1982

FROM: A. J. George, Coordinating Engineer
Tony
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
82nd - 84th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakarlig

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MAY 25 1982
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Bring Up / /
Action

Please estimate costs and evaluate the engineering feasibility for the sound berm listed below. It was approved for further consideration in the FEIS with the understanding that this berm would only be constructed if excess excavation material is available. Please verify whether or not this condition will be met under current project assumptions.

The location and profile of this earth berm are attached. The length of the berm is restricted due to 82nd Avenue on the west end and the Wasco Street turn around on the east end.

Berm Stations*	Length	Height	Elevations (see profile)
1263+35 - 1265+60 Rt.	260'	0-11'	255±

*Stationing is for the full length of berm which includes slopes at each end.

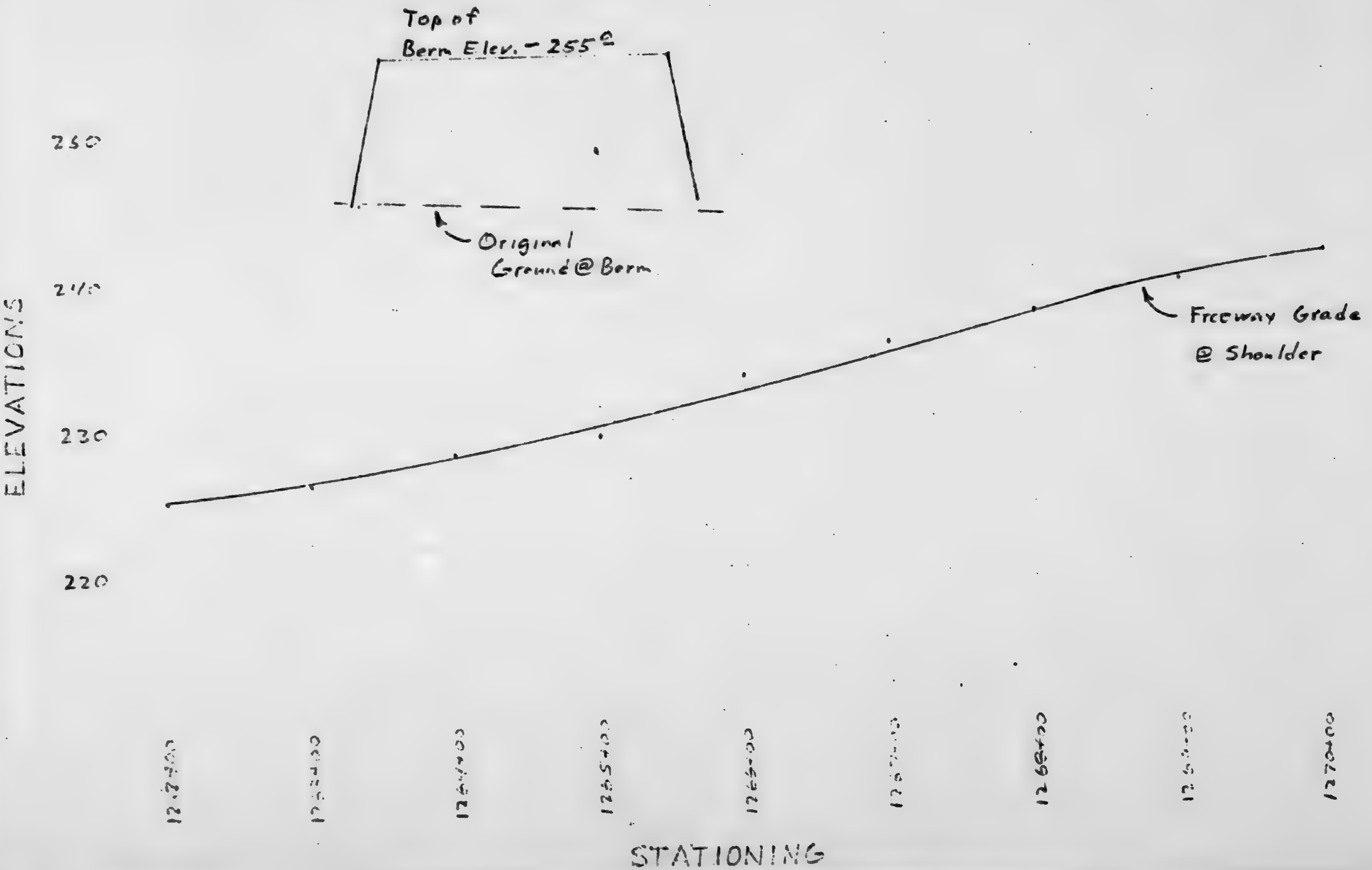
There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

AJG:JM:lb

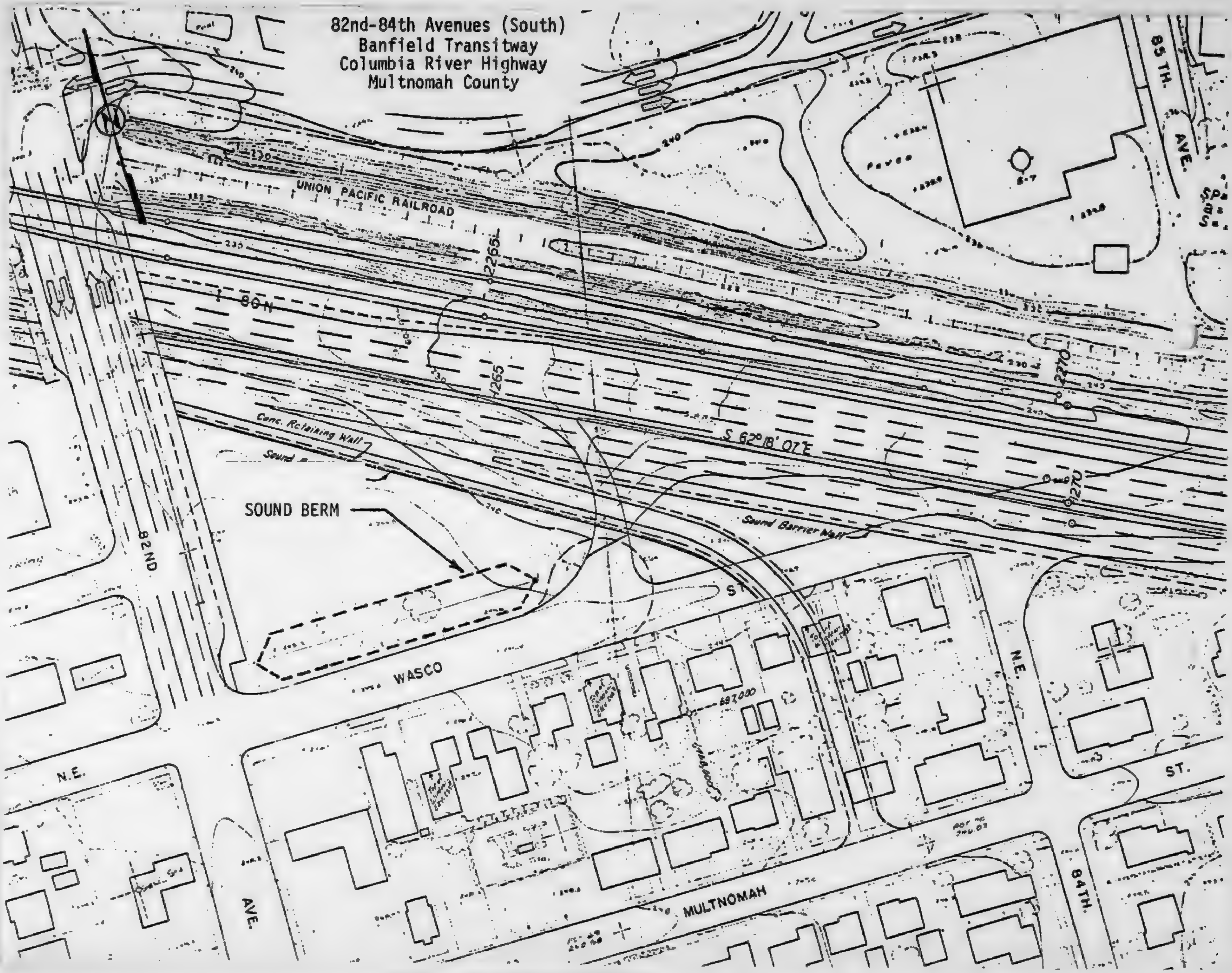
Attachment

3000 C.Y. ±

Banfield Transitway
82nd - 84th Avenues (South)
Columbia River Highway



82nd-84th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County



85TH.
AVE.
UNION PACIFIC RAILROAD
I 80N
2265
1265
2270
1270
S 62°18'07"E
Conc. Retaining Wall
Sound B
Sound Barrier Wall
SOUND BERM
82ND
ST.
WASCO
N.E.
N.E.
AVE.
ST.
MULTNOMAH
84TH.

9594 - 6-82

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

60th-65th Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

June, 1982

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Anthony J. George Jr.
July 13, 1979

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ROAD DESIGN
SECTION

TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 2

PROJECT DESCRIPTION 2

TRAFFIC NOISE IMPACTS AND MITIGATION 3

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 5

MITIGATION OF CONSTRUCTION NOISE IMPACTS 6

LOCAL COORDINATION 6

LIST OF PREPARERS 7

APPENDIX A:

APPENDIX B:

APPENDIX C:

APPENDIX D:

60th-65th Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 60th-65th Avenue section of the Banfield Freeway. The final decision on the noise mitigation measures recommended for construction is also documented in this report.

Future (1990) traffic noise levels are predicted to exceed the FHWA exterior design noise level of Leq 67 dBA at 47 residential structures (37 single family, 10 multi-family) located along the subject section of the Banfield Freeway. These 47 residential structures contain 67 dwelling units. Predicted noise levels at the affected residences vary from Leq 67 dBA to Leq 76 dBA (See Figure 3).

Two concrete sound walls, one 650 feet in length and the other 1,150 feet in length, are recommended for construction to mitigate noise levels at the 47 affected residential structures. The two separate walls are necessary in order to provide access for the 60th Avenue (Willow Street) on-ramp. The sound wall heights would vary from 0-16 feet. The noise reduction at the affected structures would vary from 1 to 11 dBA. However, even though there is a substantial reduction in noise levels with the recommended sound wall, the FHWA design noise levels cannot be achieved at 6 of the 47 structures, therefore an exception to the achievement of the FHWA design noise level must be requested.

Estimated cost of the two recommended sound walls totals $520,000, with a cost per dBA reduction per dwelling unit of $1,140. The cost of these walls exceeds the cost estimated in the Acoustics Technical Report by $210,000.

Banfield Transitway Final Noise Study Report
60th-65th Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report area are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 60th-65th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 60th-65th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific Railroad. The existing alignment of the freeway will be shifted approximately 30 feet south in this section to allow for the new light rail system. The existing Willow Street (60th Avenue) on-ramp will be modified to access the new freeway alignment.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 60th and 65th Avenues, bordered by N.E. Willow Street and the Banfield Freeway on the north, and bordered by N.E. Oregon, Vera, Pacific, 63rd, Hassalo, and 65th on the south (See Figure 2). All the structures in the study area are residential, with the exception of the Oregon Street Professional Center, an office complex on the corner of N.E. Oregon and N.E. 60th (No. 2 on Figure 3). Noise levels were predicted at 53 structures, including the Oregon Street Professional Center. It was found that traffic noise from the Banfield Freeway and the Willow Street on ramp would cause the FHWA design noise level of Leq 67 dBA to be exceeded at 47 residential structures. The FHWA exterior design noise level of Leq 67 dBA is applicable because all the affected structures have exterior activity areas exposed to excessive traffic noise.

Predicted exterior traffic noise levels vary from Leq 67 dBA to Leq 76 dBA in the backyards of the front row structures, and from Leq 63 dBA to Leq 71 dBA in the backyards of the second row structures. All residential structures where the predicted noise level is Leq 67 dBA or above are considered to exceed the design noise level. The predicted noise level at the

Oregon Street Professional Center (No. 2 on Figure 3) is Leq 70 dBA, which does not exceed the FHWA design noise level for commercial structures.

The 47 residential structures predicted to exceed the design noise level contain 67 dwelling units. Thirty-seven of the residential structures are single family, and 10 are multi-family. All the structures are wood frame, and eight are two-story. Individual noise level predictions at all 52 residential structures plus the Oregon Street Professional Center are given in Figure 3.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B.

There would be two concrete walls recommended for construction in this section to mitigate the traffic noise. The two separate walls are necessary in order to provide an opening for the Willow Street (60th Ave.) on-ramp.

The most westerly of the two walls begin at the 60th Avenue structure (Sta. 1193+25 Rt.) and extend eastward 650 feet to Station 1199+75 Rt. This wall would be a vertical extension of the proposed retaining wall in this area. The height of this wall would vary from 0 to 12 feet above existing ground.

The easterly sound wall would begin in the gore area of the Willow Street on-ramp (Station 1199+75 Rt.) and would extend 1,150 feet eastward to Station 1211+55 Rt. This wall would be a freestanding wall. Between Station

1206+00 Rt. and 1211+55 Rt., the wall would be 4 feet higher than the rest of the wall. The easternmost 30 feet of sound wall would be a step-down transition section, unless the sound wall is extended on eastward past the Donald Long Juvenile Court. The proposal for a sound barrier at the Donald Long property will be discussed in a future report.

A profile and cross sections of the two sound walls are shown in Figures 4 and 5. The top of barrier elevations are given in Table 5. Figure 3 shows the location of the sound walls.

The estimated cost of the two sound walls is $520,000, with a cost per dwelling unit of $7,030 and a cost per dBA reduction per dwelling unit of $1,140. The estimated cost includes $160,000 for increasing the height of the planned retaining wall for 650 feet and $360,000 for the freestanding wall portion. The cost estimates also include a traffic safety barrier for the Willow Street side of the wall.

The predicted noise reductions at the affected residences with the recommended wall are given in Figure 3. The attenuation provided by the sound wall is not as great at the most westerly residences because these residences already receive shielding from the Willow Street on-ramp embankment. Also, the sound wall does not provide mitigation of traffic noise generated by the Willow Street on-ramp, which will be the major noise source in this area once the sound wall is constructed. For these reasons an exception to the achievement of design noise levels will still need to be requested for 6 residences.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA design noise levels is requested for 6 residential structures in the subject section, where the design noise level will still be exceeded even with the recommended mitigation. The location of these 6 residential structures is detailed on Figure 3.

The justification for this request is that the recommended sound walls provide full mitigation for 41 of the affected residences, and partial mitigation to 6 others. Full mitigation to all the residences would not be practical without mitigating the Willow Street on-ramp or constructing excessively high sound walls. The recommended sound walls are the most cost effective of all the sound walls analyzed. Additional information is contained in this report.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 60th-65th Avenue road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 3.

During the field investigation, it was found that all the affected residences in the subject section had exteror activity areas exposed to excessive traffic noise. Subsequently, the Leq 67 dBA design noise level was applicable, so predicted noise levels were compared to this value. Noise mitigation was designed to mitigate the outside activity areas and the first floor interiors of the affected residential structures.

The construction of a noise barrier 10 feet in height and 1,550 feet in length was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation into the project plans and specifications.

TRAFFIC

The traffic data used for noise predictions in the 60th-65th Avenue road segment is listed in Appendix D of the Acoustics Technical Report. Supplemental traffic predictions for the Willow Street on-ramp and 60th Avenue in the subject section were computed by the Oregon Department of Transportation. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine future traffic noise levels. The measurement was taken at the southeast corner of 64th Avenue and Willow Street. The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed 5 feet above ground.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to agree favorably with the predicted level. Therefore the model was assumed to be valid, so no adjustments to the model were made.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 47 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility:

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose, which is to improve traffic conditions on the Banfield Freeway.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with one of the principal purposes of the project, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore, no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of this portion of the project is generally level with the surrounding topography, except in the vicinity of the 60th Avenue structure and the Willow Creek on-ramp. Near the structure the freeway will be in a cut section, supported by a retaining wall (See Figure 4). Since this portion of the project already receives some shielding from the ramp and retaining wall, no further changes in the vertical alignment are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls were the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. Wood walls were considered unfeasible because of their short useful life and high maintenance costs. Both concrete and metal walls will be offered as construction options for this project. The portion of the recommended sound wall that is to be constructed as a vertical retaining wall extension must be constructed with concrete of the same surface finish as the retaining wall. The freestanding portions of the sound wall can be constructed with either concrete or metal.

Five alternative wall heights were analyzed for noise attenuation and construction costs. These alternatives are discussed in detail below. Alternative 4, a stepped wall at elevations 210º, 214º, and 220º was found to be the most cost effective wall. Alternative 4 was recommended for this reason. Related information on the walls is contained in Table 4.

Alternative 1 - Level Wall at 214º Elevation

A sound wall at the same location, but constructed four feet higher on the retaining wall extension portion, and 6 feet higher on the most easterly 600 feet of the freestanding wall portion than Alternative 4, was analyzed. The estimated cost of Alternative 1, $520,000, would be the same as the estimated cost of Alternative 4. With Alternative 1, the predicted noise reduction at 26 residential structures would be 1 dBA greater, and the predicted noise reduction at 11 residential structures would be 2-4 less than with Alternative 4. Consequently, Alternative 1 was not found to be as cost effective as Alternative 4, so was not recommended.

Alternative 2 - Stepped Wall at 210º and 216º Elevation

A sound wall at the same location, but constructed 4 feet lower on the most easterly 600 feet of the freestanding wall portion than Alternative 4, was analyzed. The estimated cost of Alternative 2, ($500,000) would be $20,000 less than the estimated cost of Alternative 4. Alternative 2 would offer 1 to 2 dBA less reduction in noise levels at 11 residential structures than Alternative 4. Even though the estimated cost of Alternative 2 was $20,000 less than Alternative 4, it was not found to be as cost effective. Also, predicted noise levels at the two residences exposed to the highest noise levels on the project (#52 and #53 in Figure 3) would be 2 dBA greater with Alternative 2 than with Alternative 4. For these reasons, Alternative 2 was not considered justified and therefore not recommended.

Alternative 3 - Stepped Wall at 210º, 216º, and 220º Elevation

A sound wall at the same location, but constructed 2 feet higher in the westerly portion of the freestanding wall, was analyzed. The estimated cost of Alternative 3 ($540,000), would be $20,000 greater than the estimated cost of Alternative 4. The noise reduction at 11 residentail structures in the central section of the sound wall with Alternative 3 would be 1-2 dBA greater than with Alternative 4. However, Alternative 3 was found to be slightly less cost effective than Alternative 4. The 1 to 2 dBA greater noise reduction with Alternative 3 would not result in any more residential structures achieving the design noise level. Also, Alternative 3 would not make any difference in the noise levels at the two residences with the highest predicted noise levels, #52 and #53 in Figure 3 as the previously discussed alternative, Alternative 2, did. For these reasons, Alternative 3 is not recommended.

Alternative 4 - Stepped Wall at 210$\underline{o}$, 214$\underline{o}$, and 220$\underline{o}$ Elevation

Alternative 4 was the sound wall chosen for implementation on this project. A full description of Alternative 4 is given in the text of this report, and a profile and selected cross sections are given in Figures 4 and 5 respectively.

Even though Alternative 4 was found to be the most cost effective of the sound walls, it was not the cheapest in cost (See Table 4). In order to fully justify that Alternative 4 was the most cost effective wall, a supplemental cost analysis was performed. This cost analysis analyzed the effectiveness of the higher sound wall Alternative 4 as compared to the more basic and cheaper sound wall alternatives 2 and 5. The cost per dBA reduction per dwelling unit for the additional height of Alternative 4 as compared to Alternative 2 was $770, and the cost per dBA reduction per dwelling unit for the additional height of Alternative 4 as compared to Alternative 5 was $900. Based on this supplemental cost analysis it was determined that the additional noise reduction of Alternative 4 was warranted, since it was cost effective.

Alternate 5 - Stepped Wall at 210$\underline{o}$ and 214$\underline{o}$ Elevation

A sound wall at the same location, but 6 feet lower on the easterly 600 feet of freestanding wall portion than Alternative 4, was analyzed. The estimated cost of Alternative 5 ($460,000), would be $60,000 less than Alternative 4. With Alternative 5, the predicted noise reduction at 11 residential structures would be 2-4 dBA less than with Alternative 4. However, as with the other sound wall alternatives, Alternative 5 was not found to be as cost effective as Alternative 4. Noise levels at the two houses with the highest predicted sound levels, #52 and #53 on Figure 3, would be 3 dBA higher with Alternative 5 as with the selected altrnative, Alternative 4. Whereas Alternative 4 reduces noise levels at Houses #52 and #53 almost within federal design noise levels, to levels of Leq 67 and Leq 68 dBA respectively, noise levels with Alternative 5 would be Leq 70 and Leq 71 dBA respectively. For these reasons, Alternative 5 was not recommended, even though the estimated cost was lowest of all the alternatives studied.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (57th-60th)	1990	5350	520	52
Banfield (60th-Halsey off-ramp)	1990	5580	520	53
Willow St. on-ramp	1990	376	24	35
60th Avenue	1990	655	15	35

TABLE 2

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.)			
					Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	10:30 a.m. 2-8-82	73	74	115 ft.	3699	87	144	55

TABLE 3

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(Stepped Wall at $210^{\underline{0}}$, $214^{\underline{0}}$, and $220^{\underline{0}}$)

Station	Elevation
1193+25 (Beginning of Retaining Wall Extension)	$210^{\underline{0}}$
1199+75 (End of Retaining Wall Extension)	$210^{\underline{0}}$
1199+75 (Beginning of Freestanding Wall)	$214^{\underline{0}}$
1206+00 (Stepped Section of Freestanding Wall-Abrupt)	$214^{\underline{0}}/220^{\underline{0}}$
1211+25 (End of Full Height Freestanding Wall/Beginning of Stepped Transition Section-Abrupt)	$220^{\underline{0}}/216^{\underline{0}}$
1211+55 (End of Stepped Transition Section)	$207^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

Wall Alternative	Description	Location	Length	Height	Leq (dBA) No Wall	Leq (dBA) With Wall*	dBA Reduction	Cost	Cost per Dwelling Unit	Cost per dBA per Dwelling Unit	Recommendation
1	Level wall at 214° Elevation	1192+25-1211+55 Rt.	1900'	0-16'	63-76	58-71	1-11	$520,000	$7030	$1240	No
2	Stepped wall at 210° and 216° Elevation	1193+25-1211+55 Rt.	1800'	0-18'	63-76	58-70	1-12	$500,000	$6760	$1180	No
3	Stepped wall at 210°, 216°, and 220° Elevations	1193+25-1211+55 Rt.	1800'	0-18'	63-76	58-70	1-12	$540,000	$7300	$1160	No
4	Stepped wall at 210°, 214°, and 220° Elevations	1193+25-1211+55 Rt.	1800'	0-16'	63-76	58-70	1-11	$520,000	$7030	$1140	Yes
5	Stepped wall at 210° and 214° Elevations	1193+25-1211+55 Rt.	1800'	0-16'	63-76	58-71	1-11	$460,000	$6220	$1205	No

*There is significant variation in resultant noise levels between the sound wall alternatives in this table, even though the upper limit of predicted noise levels with the sound walls are nearly the same. These upper limit values reflect noise levels near the ends of the barriers, where all alternatives are equally ineffective.

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

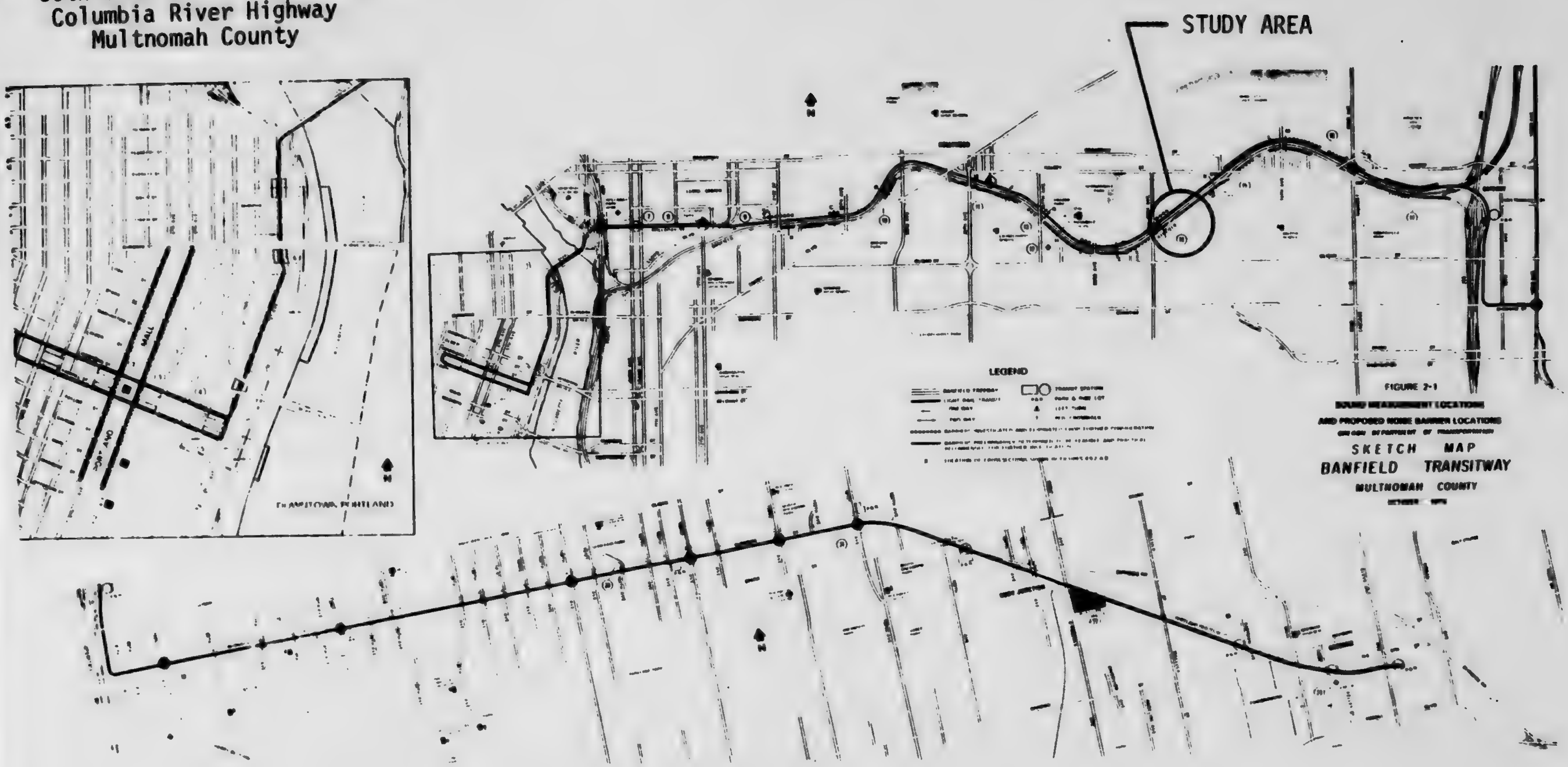

STUDY AREA
MALL
LEGEND
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY

FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA

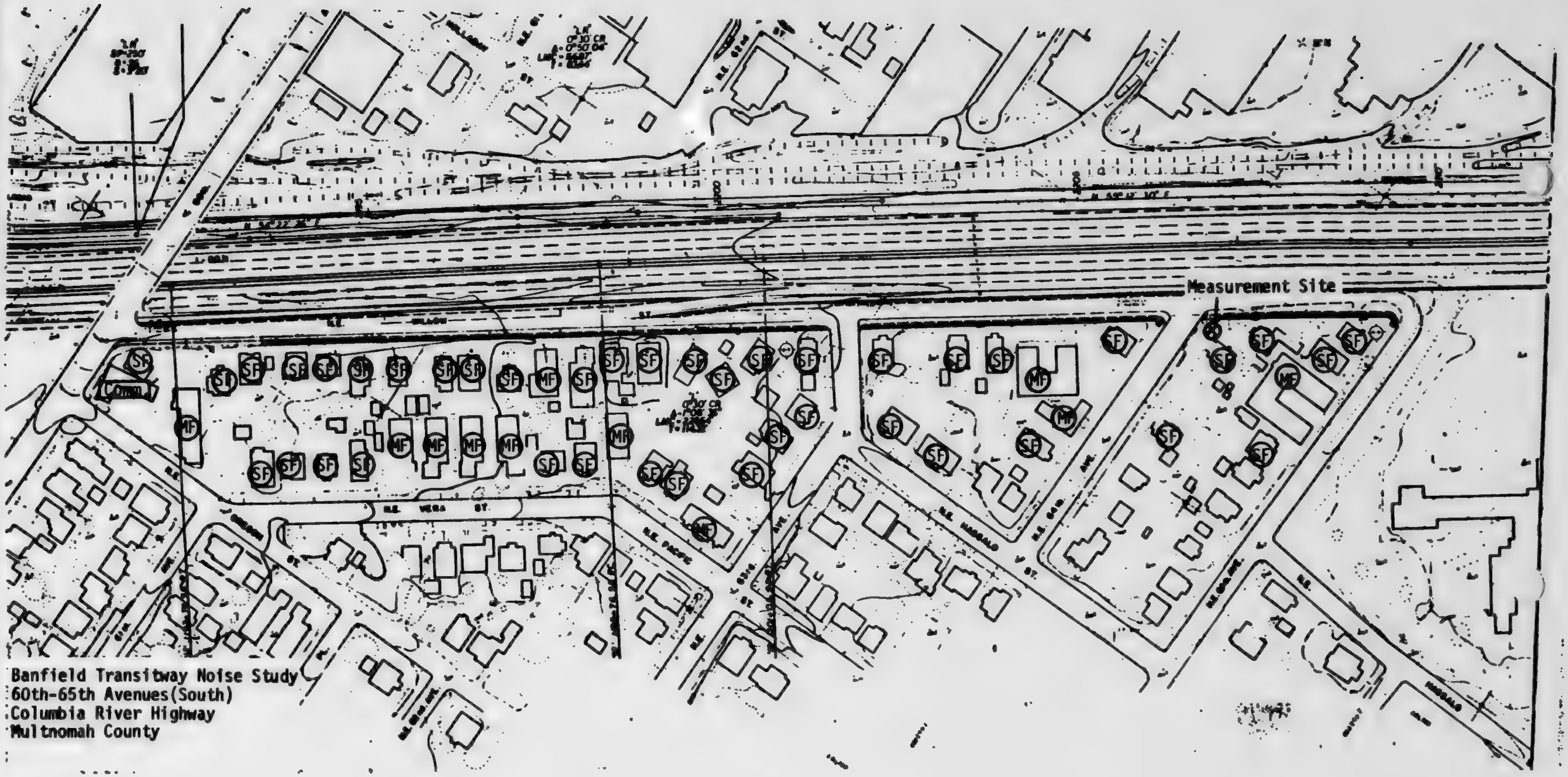
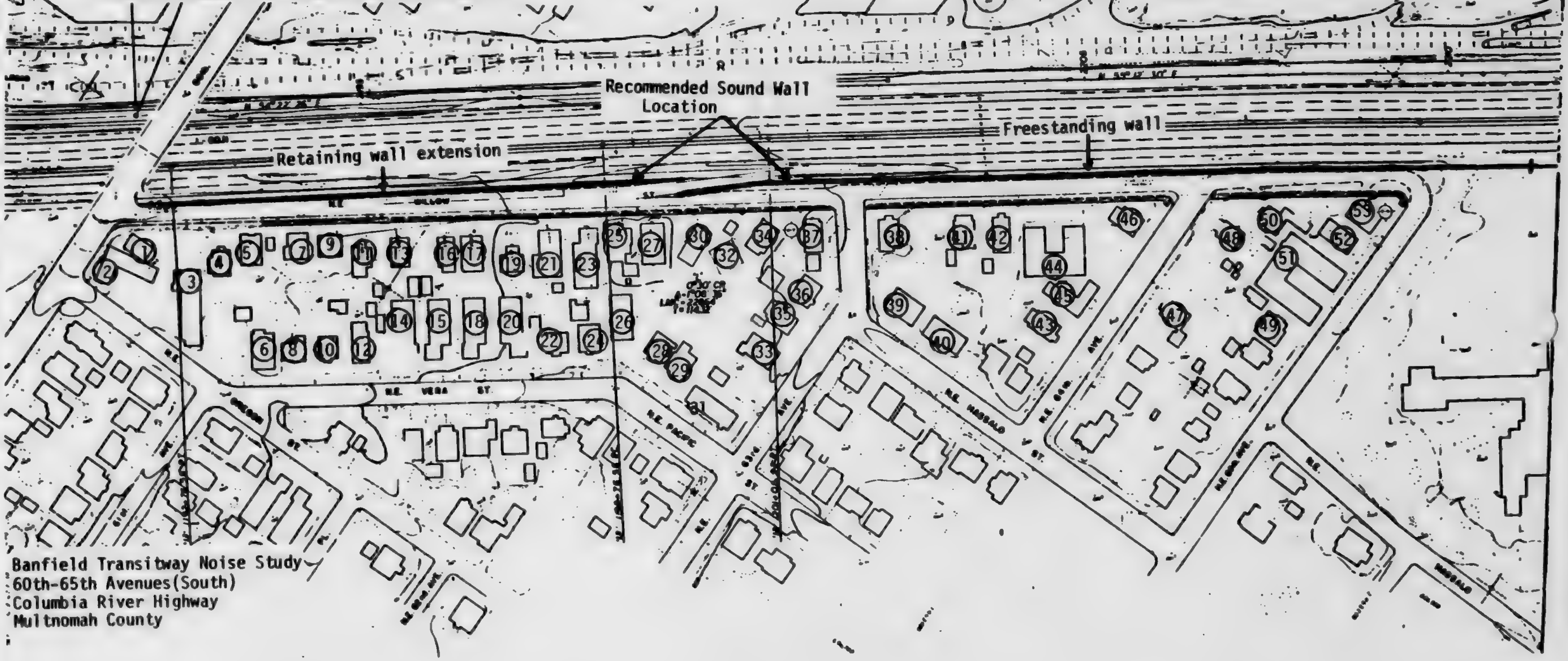

Measurement Site
SF
MF
N.E. VERA ST.
N.E. HASSALO ST.
N.E. PACIFIC
Banfield Transitway Noise Study
60th-65th Avenues(South)
Columbia River Highway
Multnomah County

FIGURE 3
RECOMMENDED NOISE MITIGATION
NOISE REDUCTION CHARACTERISTICS

Receptor	Predicted Noise Levels		Reduction	Receptor	Predicted Noise Levels		Reduction	Receptor	Predicted Noise Levels		Reduction	Receptor	Predicted Noise Levels		Reduction	Receptor	Predicted Noise Levels		Reduction	Receptor	Predicted Noise Levels		Reduction
	No wall	W/O-16' wall			No wall	W/O-16' wall			No wall	W/O-16' wall			No wall	W/O-16' wall			No wall	W/O-16' wall			No wall	W/O-16' wall	
1*	71	70	1	11	69	66	3	21	72	66	6	31**	65	58	7	41	73	64	9	51	69	61	8
2**	70	69	1	12**	63	61	2	22	67	62	5	32	72	61	11	42	73	62	11	52*	74	67	7
3*	68	67	1	13	69	66	3	23	72	66	6	33	68	60	8	43	69	61	8	53*	76	68	8
4	67	66	1	14	67	63	4	24	67	62	5	34	73	62	11	44	71	61	10				
5*	68	67	1	15	67	63	4	25*	73	67	6	35	69	61	8	45	71	61	10				
6**	63	61	2	16	70	66	4	26	69	63	6	36	70	62	8	46	74	63	11				
7	68	66	2	17	70	66	4	27	72	66	6	37	73	62	11	47	70	62	8				
8**	[illegible]	61	2	18	67	63	4	28	68	61	7	38	75	65	10	48	73	64	9				
9	68	66	2	19	70	66	4	29	67	60	7	39	71	64	7	49	69	61	8				
10**	63	61	2	20	67	63	4	30	73	64	9	40	70	64	6	50	71	63	8				

*--Indicates an exception to the achievement of the FHWA design noise level is requested.

**--Indicates that the "No wall" noise levels are below the FHWA design noise level, therefore not impacted. No. 2 is a commercial structure, subject to the FHWA design noise level of Leq 72 dBA. All other properties are residential and subject to the FHWA design noise level of Leq 67 dBA.


Recommended Sound Wall Location
Retaining wall extension
Freestanding wall
N.E. Vera St.
N.E. Pacific St.
N.E. Halsey St.
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53

Banfield Transitway Noise Study
60th-65th Avenues(South)
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED NOISE BARRIER
PROFILE

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

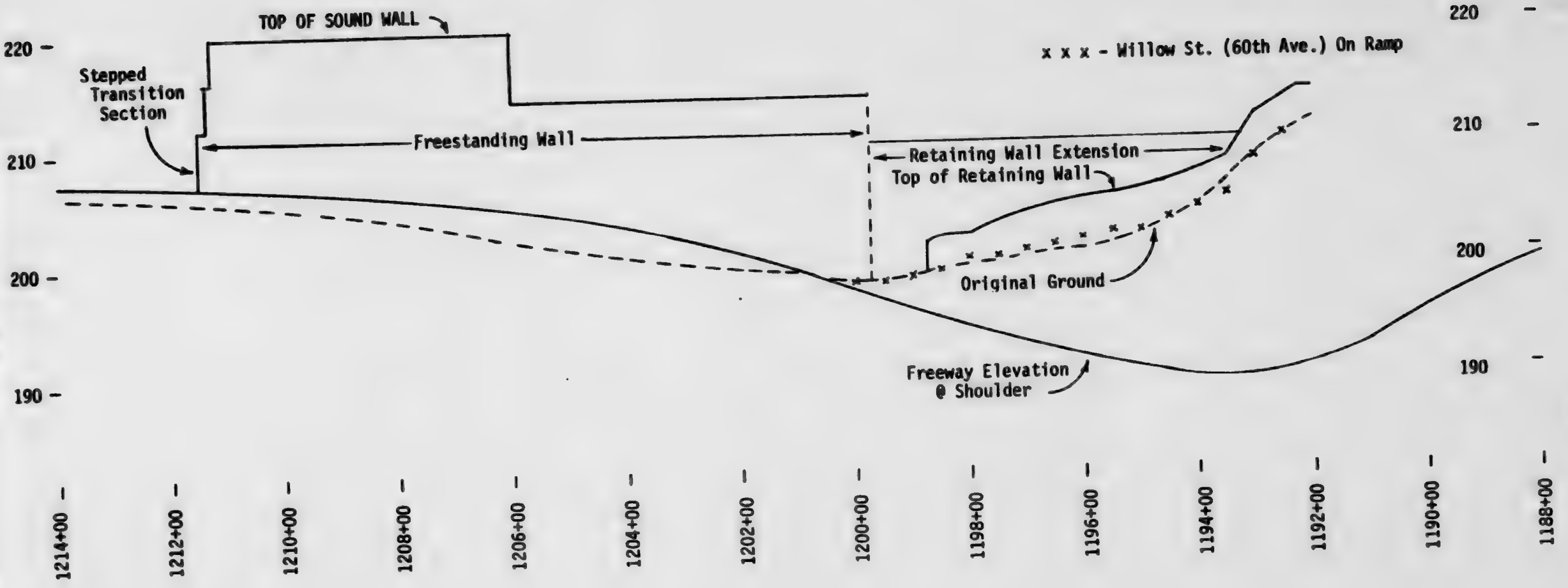
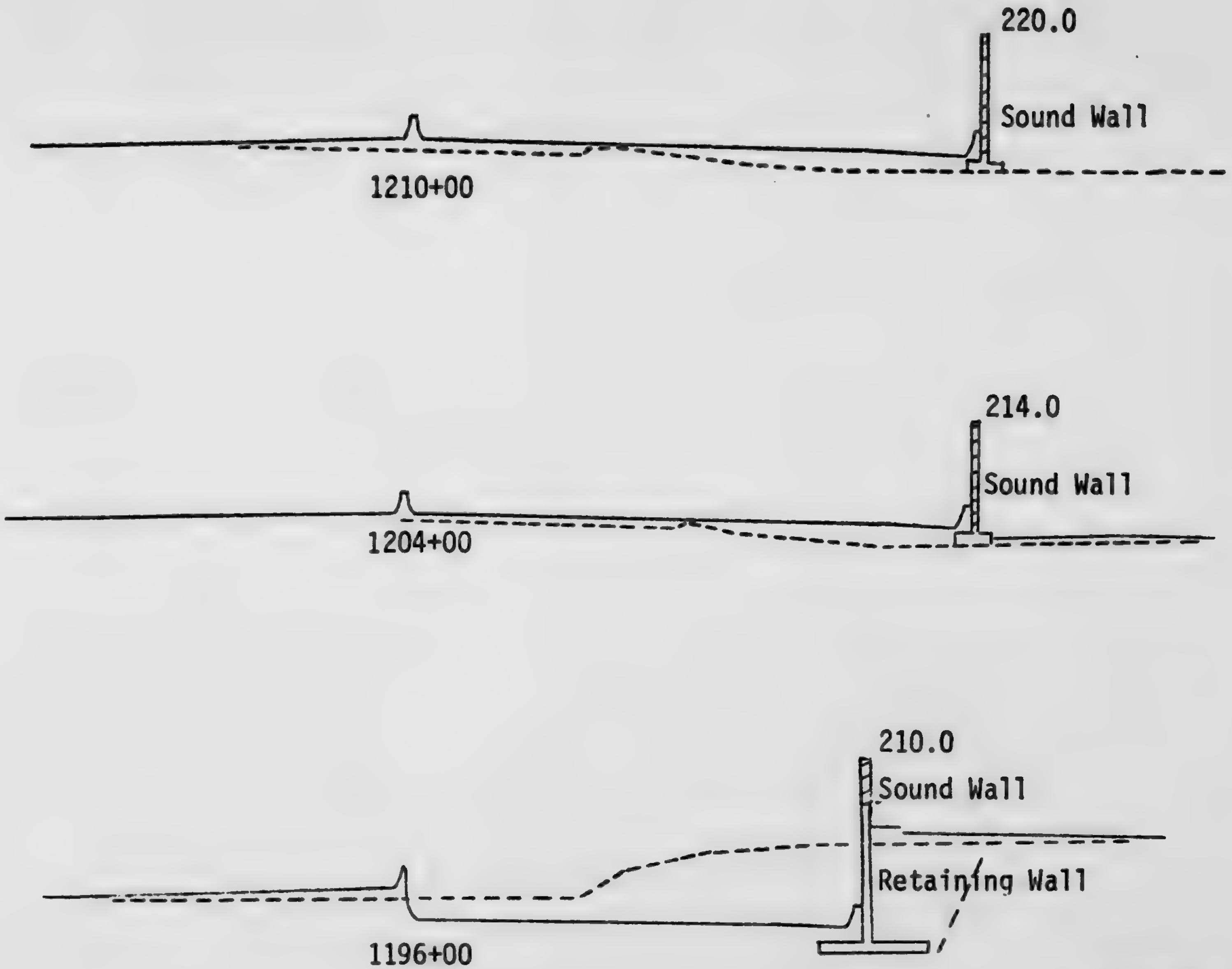


FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


220.0
Sound Wall
1210+00
214.0
Sound Wall
1204+00
210.0
Sound Wall
Retaining Wall
1196+00

Banfield Transitway Noise Study
60th-65th Avenues (South)
Columbia River Highway
Multnomah County

9594 6-82

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

68th-74th Avenues (North) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

June, 1982

1 Versteeg ✓
Anderson
cy Adams
2 Olson
cy Sullivan
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3
Rw

RECEIVED
AUG 16 1982
ROAD DESIGN
SECTION

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TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 3

PROJECT DESCRIPTION 3

TRAFFIC NOISE IMPACTS AND MITIGATION 4

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 6

MITIGATION OF CONSTRUCTION NOISE IMPACTS 7

LOCAL COORDINATION 7

LIST OF PREPARERS 8

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
68th-74th Avenues (North) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 68th-74th Avenue (North) section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Ten multi-family residential structures (a total of 80 dwelling units) along the subject section of the Banfield Freeway are predicted to exceed the FHWA interior design noise level in year 1990. The interior design noise level of Leq 52 dBA was analyzed because all the exterior activity areas are shielded from the roadway in such a manner that the exterior design noise level of Leq 67 dBA is not exceeded.

A freestanding concrete sound wall, 0 to 14 feet high and 1,150 feet long, is recommended for construction in this section to mitigate noise levels at the 10 affected residential structures. The sound wall would reduce interior noise levels at the affected structures from 0 to 6 dBA in the first floor interiors and 0 to 5 dBA in the second floor interiors. Even with the recommended mitigation, the FHWA design noise level would still be exceeded at all the receptors, therefore exceptions to the achievement of the design noise level must be requested.

In order to preserve as many of the existing trees as possible, a precast post and panel sound wall is recommended instead of concrete block or cast in place concrete. The citizens of this area, as well as the City of

Portland, have expressed a desire to save the trees. The sound wall would be located from 3 to 15 feet south of the Jonesmore Street curb line, as shown in Figure 3. The recommended sound wall is the highest sound wall that can be constructed with the present post and panel design, which is needed to preserve the trees.

Estimated cost of the recommended sound wall is $250,000, with a cost per dBA reduction per dwelling unit of $800. The cost of this wall would be approximately $152,000 less than the cost estimated in the Acoustics Technical Report.

Banfield Transitway Final Noise Study Report
68th-74th Avenues (North) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 68th-74th Avenue Section, on the north side of the Banfield Freeway.

Figure 1 shows the location of the 68th-74th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 68th and 74th Avenues, on the north side of the Banfield Freeway. Broadway and Jonesmore Streets border the south side of the neighborhood as shown in Figure 2. Future (1990) traffic noise levels will exceed the FHWA interior design noise level (Leq 52 dBA) at 10 large multi-family residential structures (80 dwelling units) in the subject freeway section. Predicted interior noise levels at the affected residential structures vary from Leq 54 dBA to Leq 66 dBA on the first floors and from Leq 55 dBA to Leq 66 dBA on the second floors. These noise levels are approximately the same as those predicted in the Acoustics Technical Report. The Acoustics Technical Report states that 11 large multi-family structures will exceed design noise levels in the subject section while actually there are only 10. The 11th structure referenced in the Acoustics Technical Report is a parking garage.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most practical and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete sound wall recommended for construction in this section would be a precast post and panel wall, 1,150 feet in length and varying in height from 0 to 14 feet. The sound wall would be a freestanding wall, located on City of Portland right-of-way along Broadway and Jonesmore Streets.

In order to fulfill commitments to the City of Portland, the sound wall would have to be located in such a manner as to minimize harm to existing trees and plantings. This would be done by constructing the wall as shown in Figure 3. The sound wall would begin at Station 1226+65 Lt., approximately 15 feet south of the Broadway Street curb line. The wall would then proceed eastward to Station 1233+75 Lt., where the wall would jog northward toward the Jonesmore Street curb line. At Station 1234+00 Lt., the wall would again proceed eastward approximately 3 feet south of the Jonesmore Street curb line toward the 74th Avenue structure, where the top of the sound wall would match the existing ground at Station 1238+15 Lt. Approximately 400 lineal feet of mature arborvitae between Stations 1226+65 Lt. and 1230+65 Lt. will have to be removed in order to construct the sound wall. However, the poplar trees and the existing landscaped grass strip would be retained with the sound wall at this location.

The only type of sound wall that can be constructed and still preserve the root systems of the existing poplar trees is a precast post and panel wall. The posts for this type of sound wall do not require extensive footing excavation. The recommended sound wall height (0-14 feet) is the highest sound wall that can be constructed using present designs. A higher post and panel wall would require larger footings and more extensive structural excavation, therefore defeating the main purpose of the post and panel wall, which is to preserve the existing trees.

The City of Portland has also stressed that steps be taken to minimize the possible crime problem that may arise from construction of this wall. The City feels that criminals may hide behind the barrier and assault people walking along Jonesmore Street. This situation does not appear to be a significant problem since the easterly 80 feet of sound wall is less than 4 feet in height. However, if the City requests, a chain link fence may be located on top of the sound wall at its lower height portions and connect to the 74th Avenue structure. A maintenance gate would have to be constructed to allow continued maintenance access to the underside of the 74th Avenue structure and the area behind the sound wall.

The estimated cost of the recommended sound wall is $250,000 with a cost per dwelling unit of $3,125 and a cost per dBA reduction per dwelling unit of $800. This cost does not include fencing. This sound wall was regarded as the most practical and economical sound wall for this area, even though it was not the most cost effective. Details on the other sound wall alternates studied are given in Appendix B to this report.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA interior design noise level is requested for structures 1 through 10 on Figure 3 where the interior design noise level of Leq 52 dBA will still be exceeded even with the recommended sound wall. The justification for choosing the shorter wall recommended in this report is that it was the most practical and effective wall studied and that it is the highest wall that could be constructed without disturbing the trees. Further explanation is contained in Appendix B.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 68th-74th Avenue (North) road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

During the field investigation, it was found that all the exterior activity areas in this road segment were shielded from the roadway in such a manner that the FHWA exterior design noise level of Leq 67 dBA would not be exceeded. Subsequently, in accordance with FHPM 7-7-3, interior noise levels were studied. The predictions for the structures subject to the FHWA interior design noise level were taken at top of window height. Corresponding interior noise levels with windows open were found by subtracting 10 dBA from the exterior predictions. The 10 dBA is a building reduction factor recommended by FHWA for wood frame structures with windows open. Some of the residences in the apartment complexes are equipped with window type air conditioners. However, since not all the apartments are so equipped, and the effectiveness of those which are equipped with air conditioners is not known, the noise predictions of all apartments are assumed to be with windows open.

The construction of a noise barrier 12 feet in height and 1,675 feet in length, at an estimated cost of $402,000, was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustical effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation.

TRAFFIC

The traffic data used for noise predictions in the 68nd-74th Avenue (North) road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 60th Avenue on-ramp - Halsey off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken along N.E. Broadway near the intersection with 70th Avenue (see Figure 2.) The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the front yard of the apartment structure at a height of 5 feet above ground, approximately 240 feet from the centerline of the existing Banfield Freeway.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 10 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose, which is to improve traffic conditions along the Banfield Freeway.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with one of the primary aims of the project, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the roadway could be lowered to provide noise attenuation due to cut slope shielding. However, such a mitigation measure would require extensive excavation since the proposed roadway utilizes the present grade of the existing roadway. This type of mitigation measure was not considered feasible or practical, so was not investigated further.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls are the only feasible alternative noise barrier. Earth berms were considered unfeasible because all the existing trees would have to be removed to provide space for a berm.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. On this project, concrete walls were considered the most practical, so only those walls were analyzed for cost and acoustic effectiveness. A metal wall will also be allowed as a design option, to see if this would reduce the cost further.

Concrete walls can be constructed with either concrete block, precast concrete or cast-in-place concrete. Construction costs are approximately the same for any of these types of wall. Precast post and panel walls are recommended in this report, since the most trees would be preserved with that design. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 68th-74th Avenue (North) section, the sound wall was designed for location along Broadway and Jonesmore Street right-of-way. The City of Portland has agreed that the right-of-way for a sound wall will be provided at no cost to the State. This location was judged more feasible than along the shoulder of the Banfield Freeway, because this sound wall will also mitigate noise from the Union Pacific Railroad and the proposed light rail system. Also, a much lower wall will accomplish the same noise reduction along Broadway and Jonesmore Streets as a much higher wall would along the Banfield Freeway shoulder.

The alternatives studied are discussed in detail below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

A Longer Wall, Designed to Mitigate First Floor of the Westernmost Apartments and Swimming Pool (Structure No. 1 on Figure 3).

An additional 365-foot westward extension of the recommended sound wall was investigated to mitigate traffic noise levels at the westernmost apartments in this study area. The extension would be approximately 10 feet in height and would reduce noise levels at the first floor units and swimming pool of the apartment complex.

The construction of this segment of sound wall would require the purchase of a construction easement from either the property owner or the Union Pacific Railroad. Neither the State nor the City of Portland owns any right-of-way in that section.

A sound wall in this location was not regarded feasible because construction would entail the removal of an existing fence which already provides some noise mitigation to the first floor of the apartment complex. The construction would also involve removing the existing storage sheds for the apartment. The wall, when completed, would only be located 12 feet from the apartment building. This would create a very undesirable visual effect to tenants of the apartment building. The closeness of the sound wall to the apartment would also create severe shading problems. For these reasons, the wall was not recommended.

A Longer Wall, Designed to Mitigate the Second Floor of the Westernmost Apartments and Swimming Pool (House No. 1 on Figure 3)

A higher 365-foot extension in the same location as the previously described wall was also investigated to mitigate the second floors of the apartment complex. This sound wall extension would average 18 feet in height.

This sound wall was not recommended for the same reasons as the previous wall. The severity of the shading and adverse visual effect made this sound wall even less desirable than the previously described alternative.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (60th Ave. on-ramp - Halsey off-ramp)	1990	5580	520	53

TABLE 2

Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.) Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	4-15-82 12:45 p.m.	63	65	240 ft. (Banfield)	3693	126	138	55

TABLE 3

Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(0-14 Foot Wall)

Station	Elevation
1226+65 (Beginning of Freestanding Wall - No transition)	$234^{\underline{0}}$
1233+75 (Angle Point)	$234^{\underline{0}}$
1234+00 (Angle Point)	$234^{\underline{0}}$
1238+15 (End of Freestanding Wall - Match existing ground)	$234^{\underline{0}}$

TABLE 4

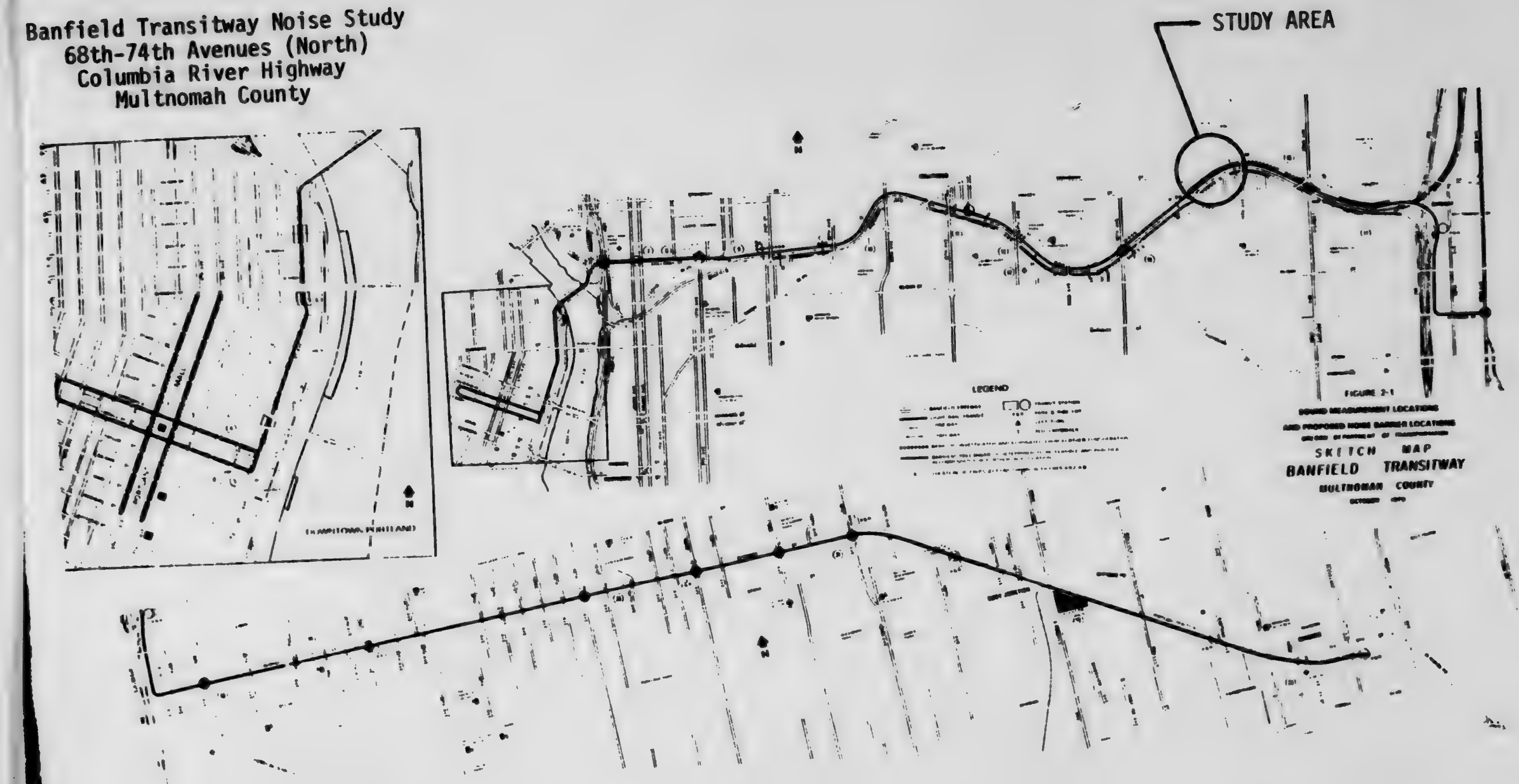
Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

Wall Alternative	Type	Location	Length	Height	Interior Leq No Wall	Interior Leq W/Wall	Reduction	Cost	Cost per Dwelling Unit	Cost per dBA Reduction Per Dwelling Unit	Recommended
1	Freestanding Wall	1223+00 - 1238+15 Lt.	1515'	0-14'	54-66	52-66	0-8	$335,000	$4190	$845	No
2	Freestanding Wall	1223+00 - 1238+15 Lt.	1515'	0-18'	54-66	52-59	2-15	$385,000	$4810	$750	No
3	Freestanding Wall	1226+65 - 1238+15 Lt.	1150'	0-14'	54-66	52-66	0-6	$250,000	$3125	$800	Yes

APPENDIX D

Figures

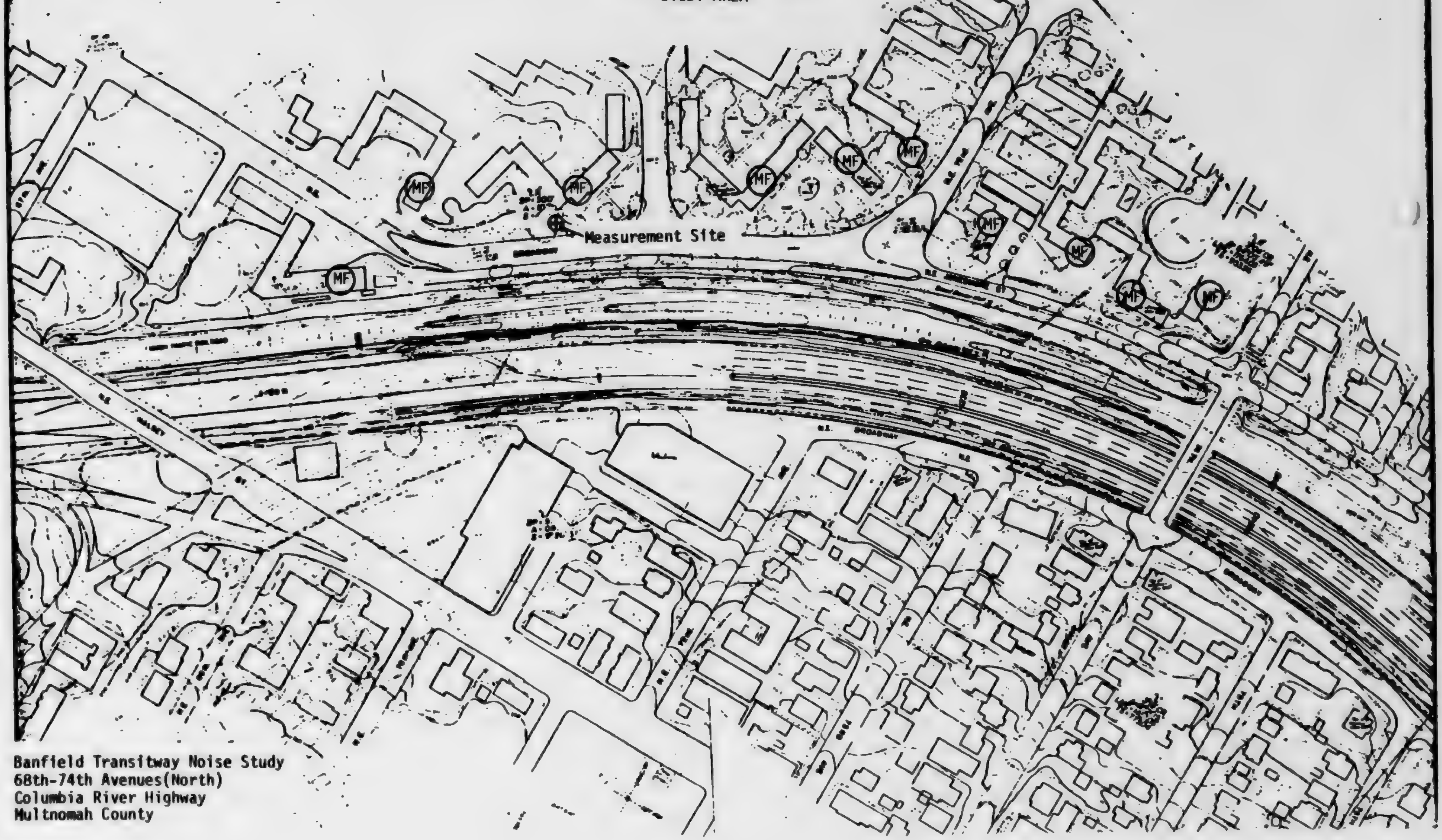
FIGURE 1
PROJECT LOCATION



Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

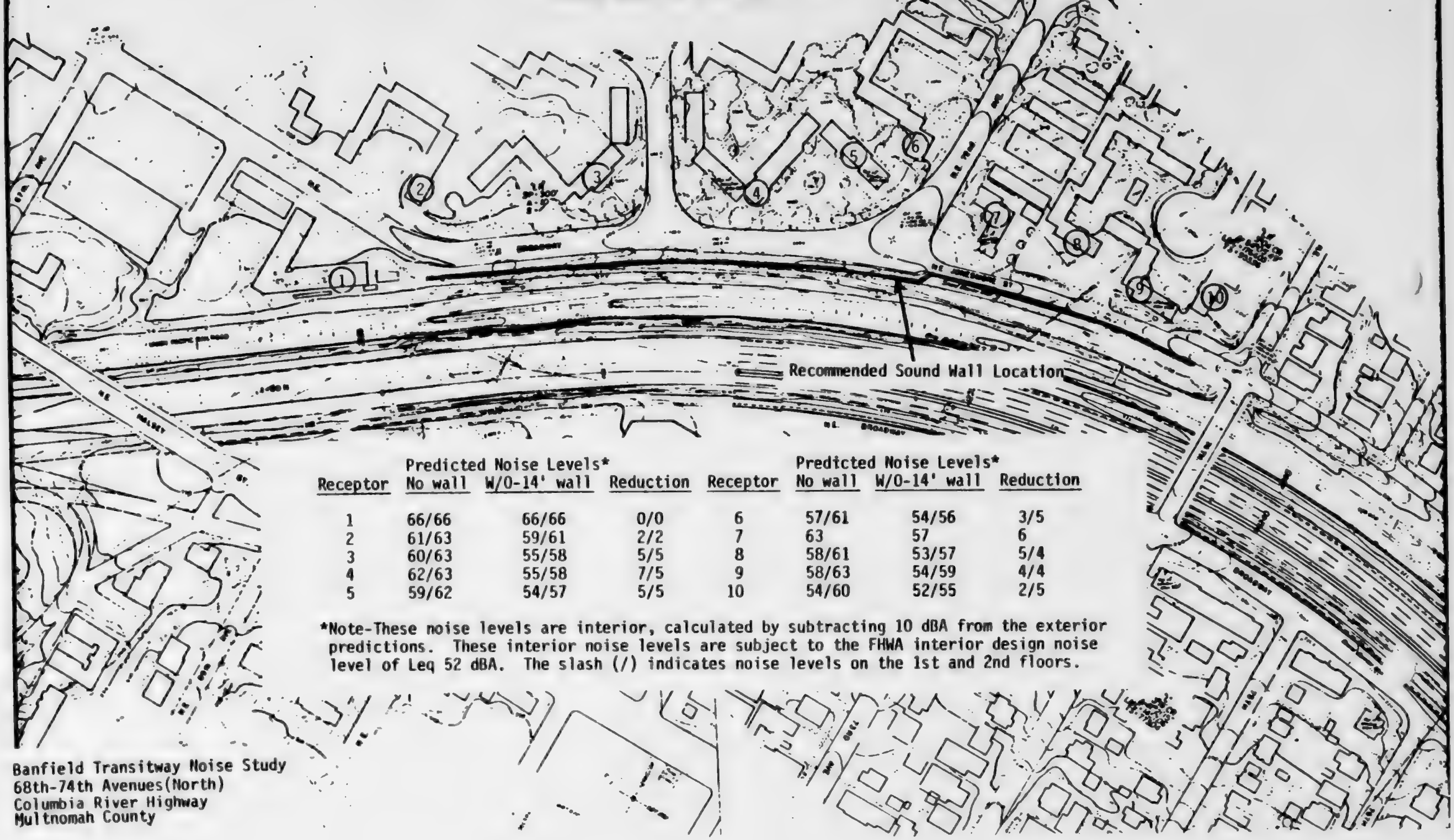
STUDY AREA
LEGEND
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
N

FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA


MF
MF
MF
MF
MF
MF
MF
MF
MF
MF
Measurement Site
S.E. BROADWAY

Banfield Transitway Noise Study
68th-74th Avenues(North)
Columbia River Highway
Multnomah County

FIGURE 3
RECOMMENDED NOISE MITIGATION
NOISE REDUCTION CHARACTERISTICS



Receptor	Predicted Noise Levels* No wall	Predicted Noise Levels* W/O-14' wall	Reduction	Receptor	Predicted Noise Levels* No wall	Predicted Noise Levels* W/O-14' wall	Reduction
1	66/66	66/66	0/0	6	57/61	54/56	3/5
2	61/63	59/61	2/2	7	63	57	6
3	60/63	55/58	5/5	8	58/61	53/57	5/4
4	62/63	55/58	7/5	9	58/63	54/59	4/4
5	59/62	54/57	5/5	10	54/60	52/55	2/5

*Note-These noise levels are interior, calculated by subtracting 10 dBA from the exterior predictions. These interior noise levels are subject to the FHWA interior design noise level of Leq 52 dBA. The slash (/) indicates noise levels on the 1st and 2nd floors.

Banfield Transitway Noise Study
68th-74th Avenues(North)
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED NOISE BARRIER
PROFILE

Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

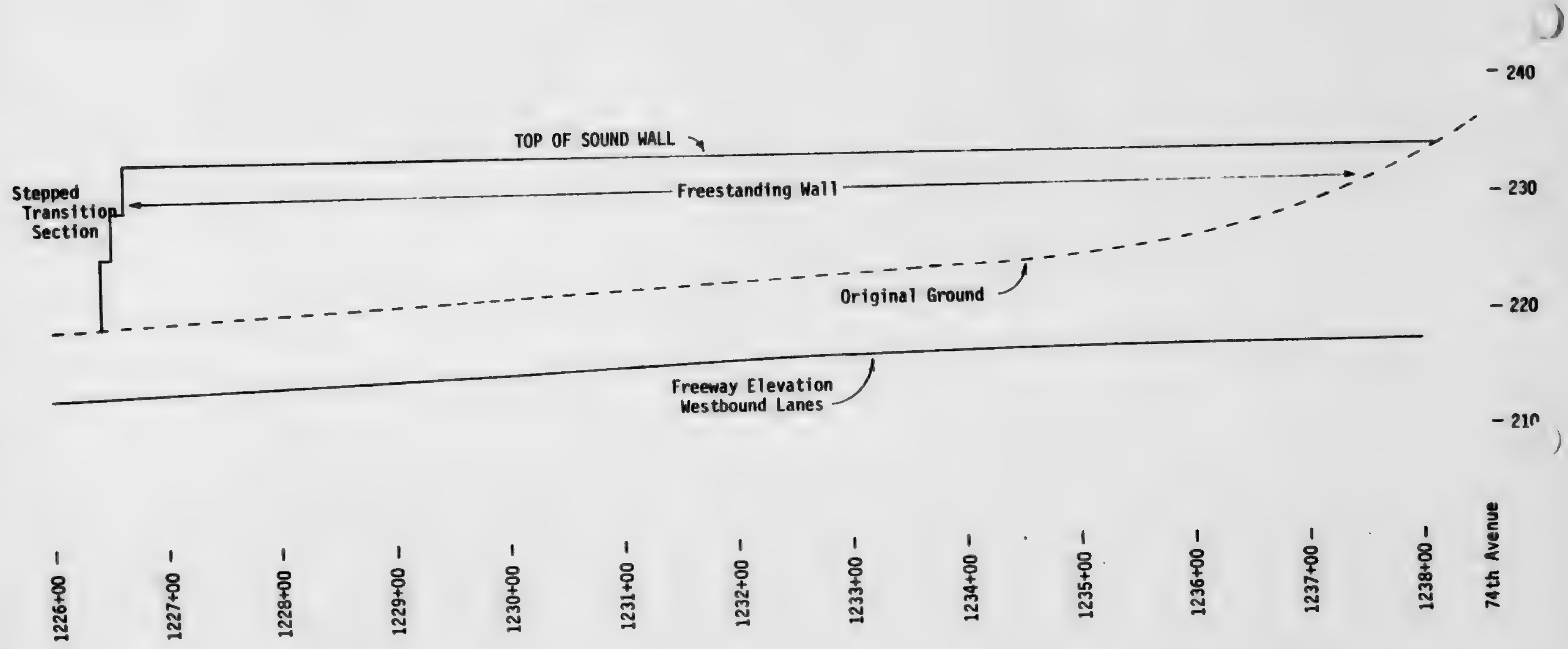
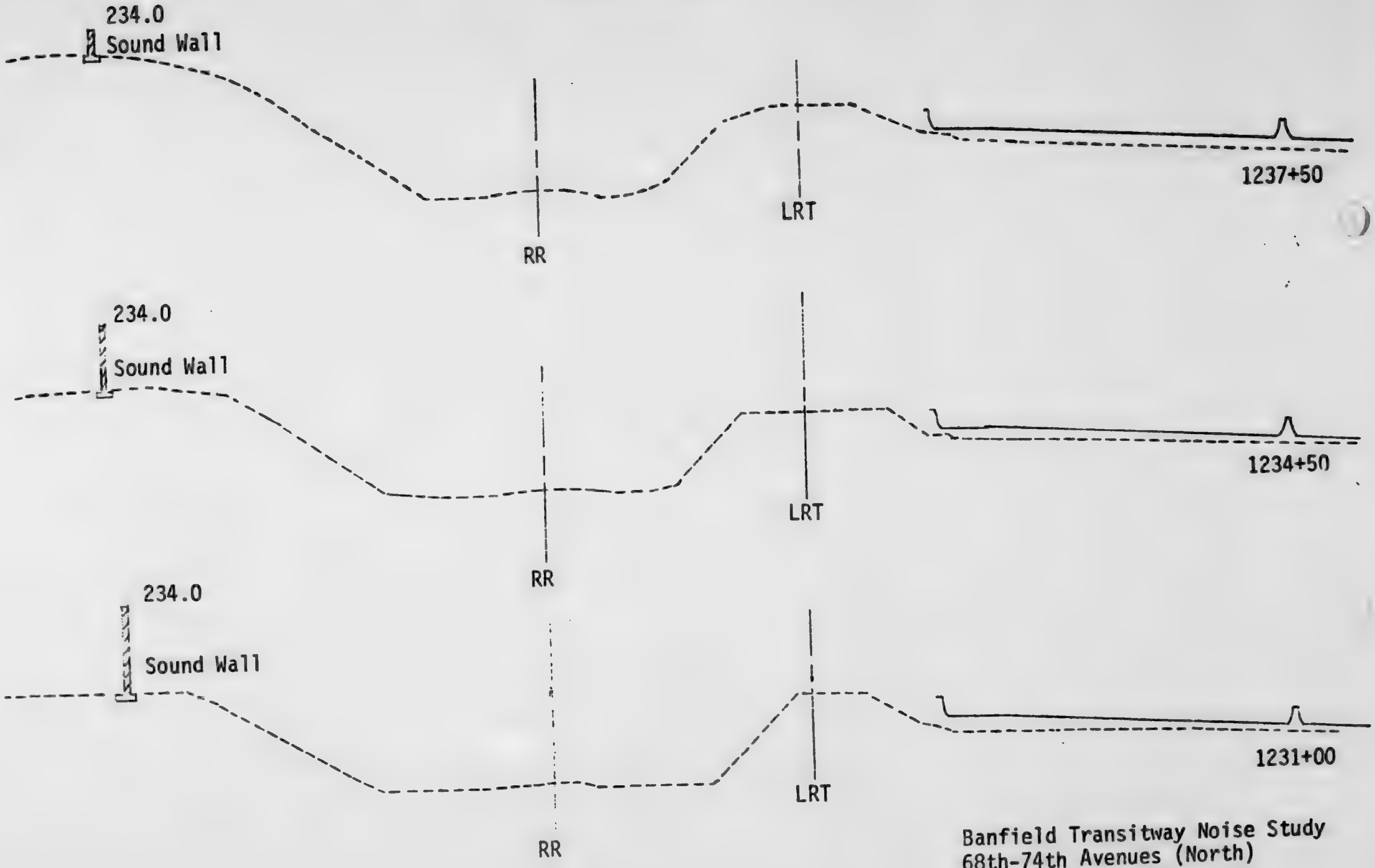

TOP OF SOUND WALL
Stepped
Transition
Section
Freestanding Wall
Original Ground
Freeway Elevation
Westbound Lanes
240
230
220
210
1226+00
1227+00
1228+00
1229+00
1230+00
1231+00
1232+00
1233+00
1234+00
1235+00
1236+00
1237+00
1238+00
74th Avenue

FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS

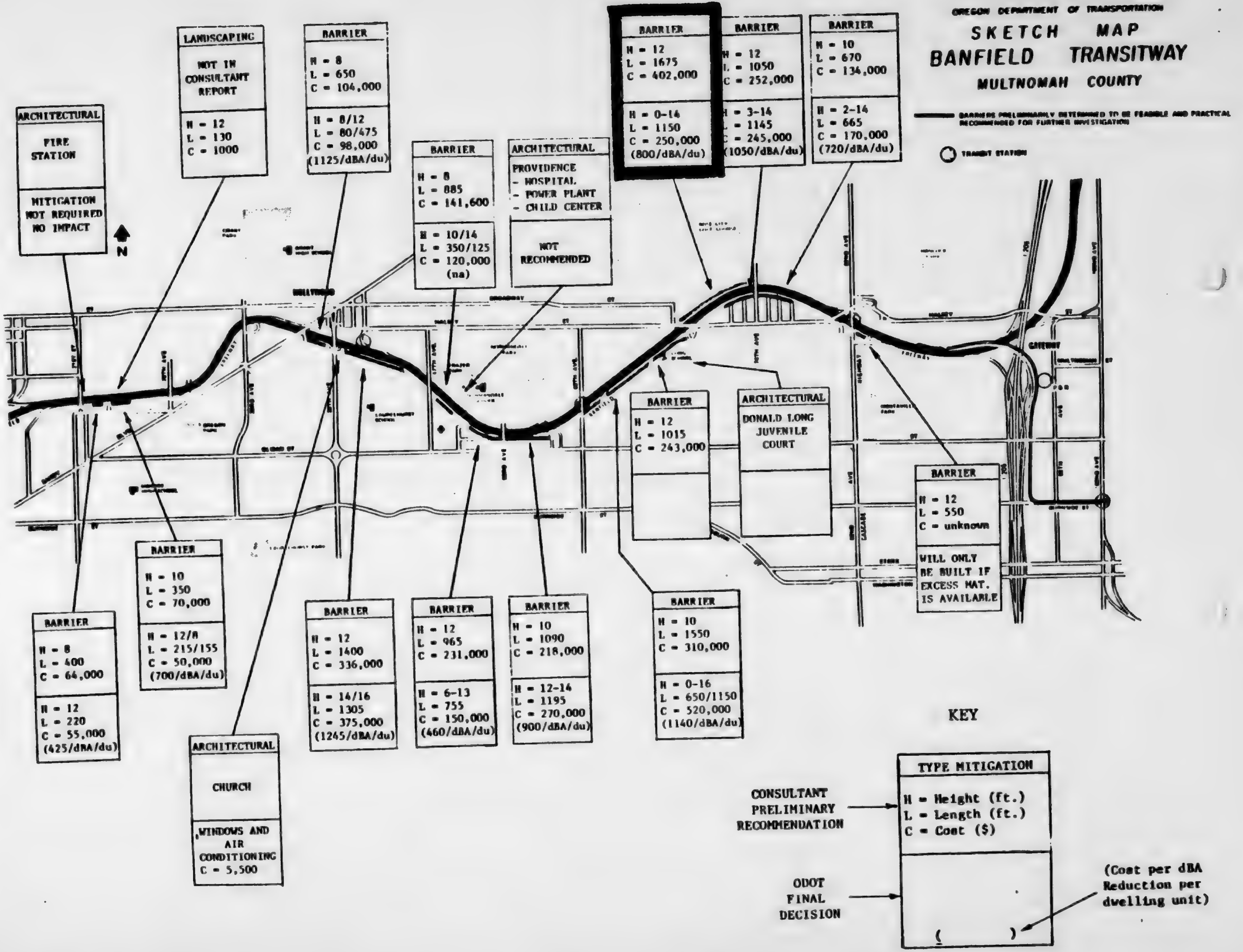

234.0
Sound Wall
RR
LRT
1237+50
234.0
Sound Wall
RR
LRT
1234+50
234.0
Sound Wall
RR
LRT
1231+00

Banfield Transitway Noise Study
68th-74th Avenues (North)
Columbia River Highway
Multnomah County

PROPOSED NOISE BARRIER LOCATIONS

OREGON DEPARTMENT OF TRANSPORTATION

SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY


BARRIERS PRELIMINARILY DETERMINED TO BE FEASIBLE AND PRACTICAL RECOMMENDED FOR FURTHER INVESTIGATION
TRANSIT STATION
N
ARCHITECTURAL
FIRE STATION
MITIGATION NOT REQUIRED NO IMPACT
LANDSCAPING
NOT IN CONSULTANT REPORT
H = 12
L = 130
C = 1000
BARRIER
H = 8
L = 650
C = 104,000
H = 8/12
L = 80/475
C = 98,000
(1125/dBA/du)
BARRIER
H = 8
L = 885
C = 141,600
H = 10/14
L = 350/125
C = 120,000
(na)
ARCHITECTURAL
PROVIDENCE
- HOSPITAL
- POWER PLANT
- CHILD CENTER
NOT RECOMMENDED
BARRIER
H = 12
L = 1675
C = 402,000
H = 0-14
L = 1150
C = 250,000
(800/dBA/du)
BARRIER
H = 12
L = 1050
C = 252,000
H = 3-14
L = 1145
C = 245,000
(1050/dBA/du)
BARRIER
H = 10
L = 670
C = 134,000
H = 2-14
L = 665
C = 170,000
(720/dBA/du)
HOLLYWOOD
GATEWAY
BARRIER
H = 12
L = 1015
C = 243,000
ARCHITECTURAL
DONALD LONG JUVENILE COURT
BARRIER
H = 12
L = 550
C = unknown
WILL ONLY BE BUILT IF EXCESS MAT. IS AVAILABLE
BARRIER
H = 8
L = 400
C = 64,000
H = 12
L = 220
C = 55,000
(425/dBA/du)
BARRIER
H = 10
L = 350
C = 70,000
H = 12/8
L = 215/155
C = 50,000
(700/dBA/du)
ARCHITECTURAL
CHURCH
WINDOWS AND AIR CONDITIONING
C = 5,500
BARRIER
H = 12
L = 1400
C = 336,000
H = 14/16
L = 1305
C = 375,000
(1245/dBA/du)
BARRIER
H = 12
L = 965
C = 231,000
H = 6-13
L = 755
C = 150,000
(460/dBA/du)
BARRIER
H = 10
L = 1090
C = 218,000
H = 12-14
L = 1195
C = 270,000
(900/dBA/du)
BARRIER
H = 10
L = 1550
C = 310,000
H = 0-16
L = 650/1150
C = 520,000
(1140/dBA/du)
KEY
TYPE MITIGATION
CONSULTANT PRELIMINARY RECOMMENDATION
H = Height (ft.)
L = Length (ft.)
C = Cost ($)
ODOT FINAL DECISION
( )
(Cost per dBA Reduction per dwelling unit)

SUMMARY
BANFIELD TRANSITWAY
COSTS OF APPROVED NOISE MITIGATION
(For 68th-74th Avenues (North) Letter)

Section	Total Cost	Consultant Design Estimated Cost	Difference
21st - 23rd	$ 55,000	$ 64,000	-$ 9,000
23rd - 24th	$ 51,000	$ 70,000	-$ 19,000
37th - 39th	$ 98,000	$ 104,000	-$ 6,000
39th - 43rd	$ 375,000	$ 336,000	+$ 39,000
Bethlehem Lutheran Church	$ 5,500	-0-	+$ 5,500
47th - 49th	$ 120,000	$ 141,600	-$ 21,600
49th - 53rd	$ 150,000	$ 231,600	-$ 81,600
53rd - 59th	$ 270,000	$ 218,000	+$ 52,000
72nd - 74th	$ 170,000	$ 134,000	+$ 36,000
74th - 78th	$ 245,000	$ 252,000	-$ 7,000
60th - 65th	$ 520,000	$ 310,000	+$210,000
181st Ave. Park and Ride	$ 25,000	$ 498,400*	-$473,400
68th - 74th (North)	$ 250,000	$ 402,000	-$152,000
TOTAL	$2,334,500	$2,761,600	-$427,100

NOTE: A (-) in the difference column indicates that total cost is under the consultant prediction, and a (+) in the difference column indicates that total cost is over the consultant prediction.

*Includes cost of mitigation proposed by consultant for three park and ride lots which are no longer proposed as part of the project.

1983 NE 39th Ave.-NE 87th Ave. 9594
Sec., Col. R. Hwy. (Grad., pav.,
struct., sign., illum. & sig.) #1

9574

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: May 19, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1315
Crossing No. 2A-3.1-A

Attached is a copy of Order No. 82-351 issued by the Public Utility Commissioner on May 14, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
M. Payne
E. L. Hardt - (2) - Please give copy to Project Manager
J. L. Sollis
W. J. Hart

RECEIVED
STATE HWY ENGR
MAY 19 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 82-351

ENTERED May 14, 1982

PUC CROSSING NO. 2A-3.1-A
DOT CROSSING NO. 809 158 C
(EXISTING CROSSING)

PUC CROSSING NO. 2A-3.2-A
(RELOCATED CROSSING)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1315

In the Matter of the Application of State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to relocate a separated crossing of NE 42nd Avenue Off-Ramp Columbia River Highway (I-84) to NE 43rd Avenue and Oregon-Washington Railroad and Navigation Company and its lessee Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.	)	ORDER

On January 18, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to relocate an existing overcrossing of NE 42nd Avenue Off-Ramp, Columbia River Highway (I-84) to NE 43rd Avenue, a highway under its jurisdiction, and the main track, spur track, and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations on the application were made by PUC staff letter dated February 12, 1982.

Copies of the application were duly served on Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Northwest Natural Gas Company, Multnomah County, City of Portland, and applicant.

Applicant is engaged in widening its Banfield Freeway (I-84) through the Sullivan's Gulch area of Portland.

Concurrently, the Tri-County Metropolitan Transportation District (Tri-Met) is constructing a double track rail line (for light rail transit use) between Portland and Gresham. Through the Sullivan Gulch area, the new rail transit line will lie between the adjacent Graham Line of Union Pacific Railroad (to the north) and the Banfield Freeway (to the south). There are several existing overcrossings of the transportation facilities in Sullivan's Gulch, including the crossing involved in this matter. It will be necessary to relocate this existing overcrossing to accommodate the new and altered transportation facilities in the Gulch.

Applicant proposes to relocate the existing overcrossing off-ramp at NE 42nd Avenue easterly to exit onto NE 43rd Avenue. The relocated off-ramp will accomodate a roadway 26 feet in width consisting from west to east of a 4-foot shoulder, a single 16-foot travel lane, and a 6-foot shoulder. The existing overcrossing structure will be removed.

The Commissioner, by Order No. 81-900, entered December 18, 1981, Docket R-65, adopted new rules on standard clearances. Minimum overhead clearance is now 18 feet 6 inches above the top of the rail.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED THAT:

1. Authority to relocate the existing overcrossing, as requested herein, is hereby granted.
2. Applicant shall:
    a. Relocate the existing NE 42nd Avenue overcrossing easterly to connect with NE 43rd Avenue and provide a roadway 26 feet in width, consisting of a 4-foot shoulder, a single 16-foot travel lane, and a 6-foot shoulder, and bear all the cost thereof;
    b. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company at least six weeks in advance of any impairment;

c. Maintain the relocated overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

d. Maintain all highway appurtenances to the relocated overcrossing structure, and bear all the cost thereof;

e. Bear all the cost of damage to the relocated overcrossing structure caused by motor vehicle traffic on the highway;

f. Remove the existing NE 42nd Avenue overcrossing structure, and bear all the cost thereof; and

g. Notify the Commissioner upon completion of the project.

3. Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the relocated overcrossing, and bear all the cost thereof.

Upon completion of the relocation of the overcrossing, it shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances, and subject to Union Pacific Railroad Company minimum clearances. While the structure is being relocated, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary clearances, as may be necessary, is granted subject to consent of Union Pacific Railroad Company and to the provisions of paragraph 2.b., above.

Made, entered, and effective 5/14/82.

JOHN J. LOBDELL
Public Utility Commissioner

lip:1881L-3

95.74

I-84

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

May 17, 1982

In Reply Refer to
File No.

26-1959
(220)

DAVE HILL, P.E.
City of Portland
621 S.W. Alder
Portland, OR 97205

1 Versteeg ✓
Anderson
3 Adams
2 Olson
Sullivan
Terpin
Trout
Wakefield

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MAY 18 1982
ROAD DESIGN
SECTION

Do Not File
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Action

Subject: Banfield Freeway
Noise Mitigation
69th Ave.-78th Ave.

Field measurements by our environmental section indicate a noise barrier is required north of the freeway between N.E. 69th Avenue and N.E. 78th Avenue.

As an alternative to locating the barrier between freeway/light rail and the Union Pacific Railroad, I request the City consider allowing the barrier to be constructed within N.E. Jonesmore Street right-of-way. A sketch showing the proposed location is attached. Precise location, height, and type of barrier is not known at this time. It is intended that the barrier would be located to preserve as many of the trees lining Jonesmore as possible.

Two things are accomplished by locating the barrier as proposed. The first is that a less costly barrier could be constructed and second, the barrier would also serve to reduce noise levels from Union Pacific Railroad activities.

Please let me know as soon as possible if the City will approve this request.

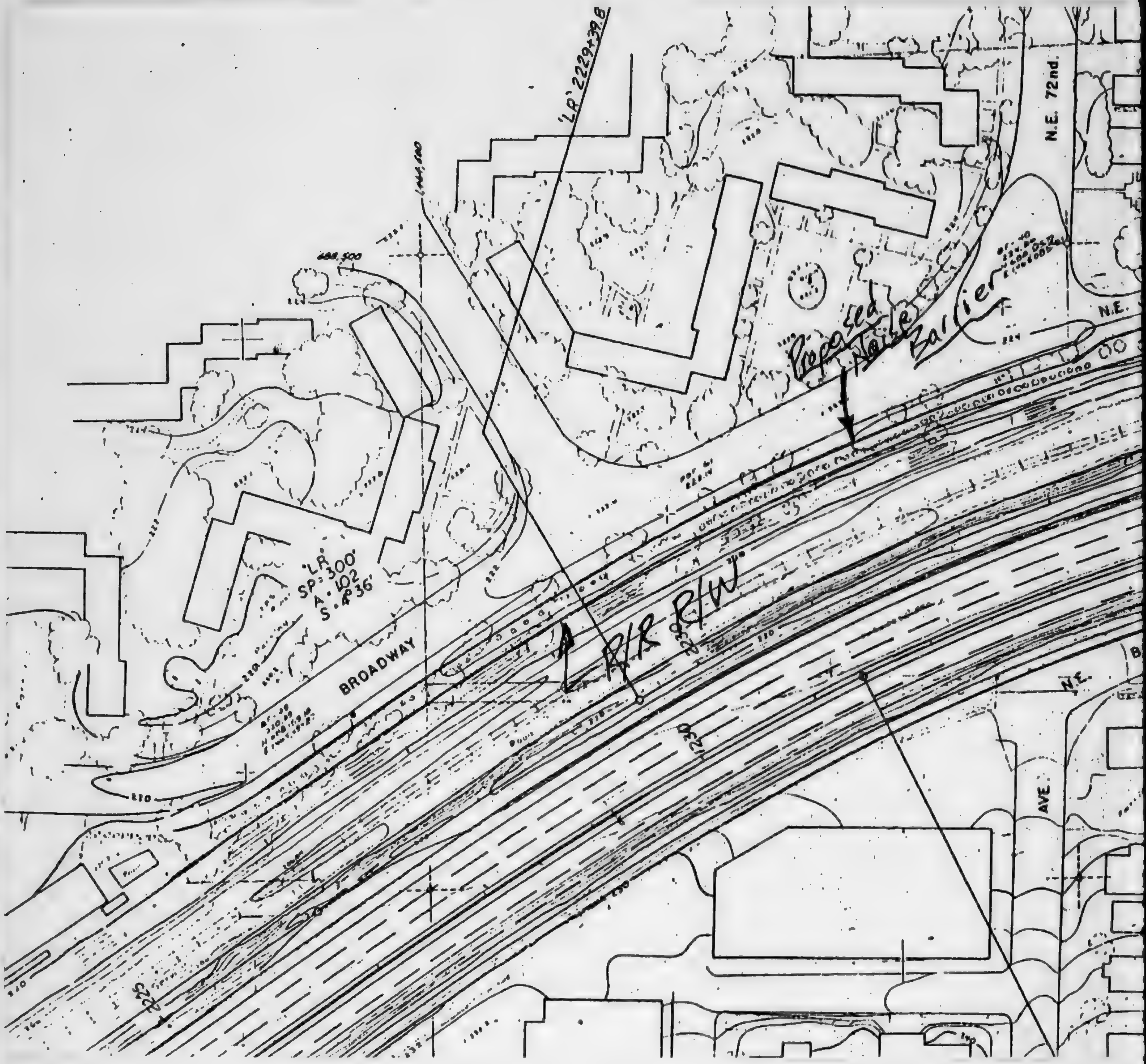
If you need more information or have any questions, please contact me

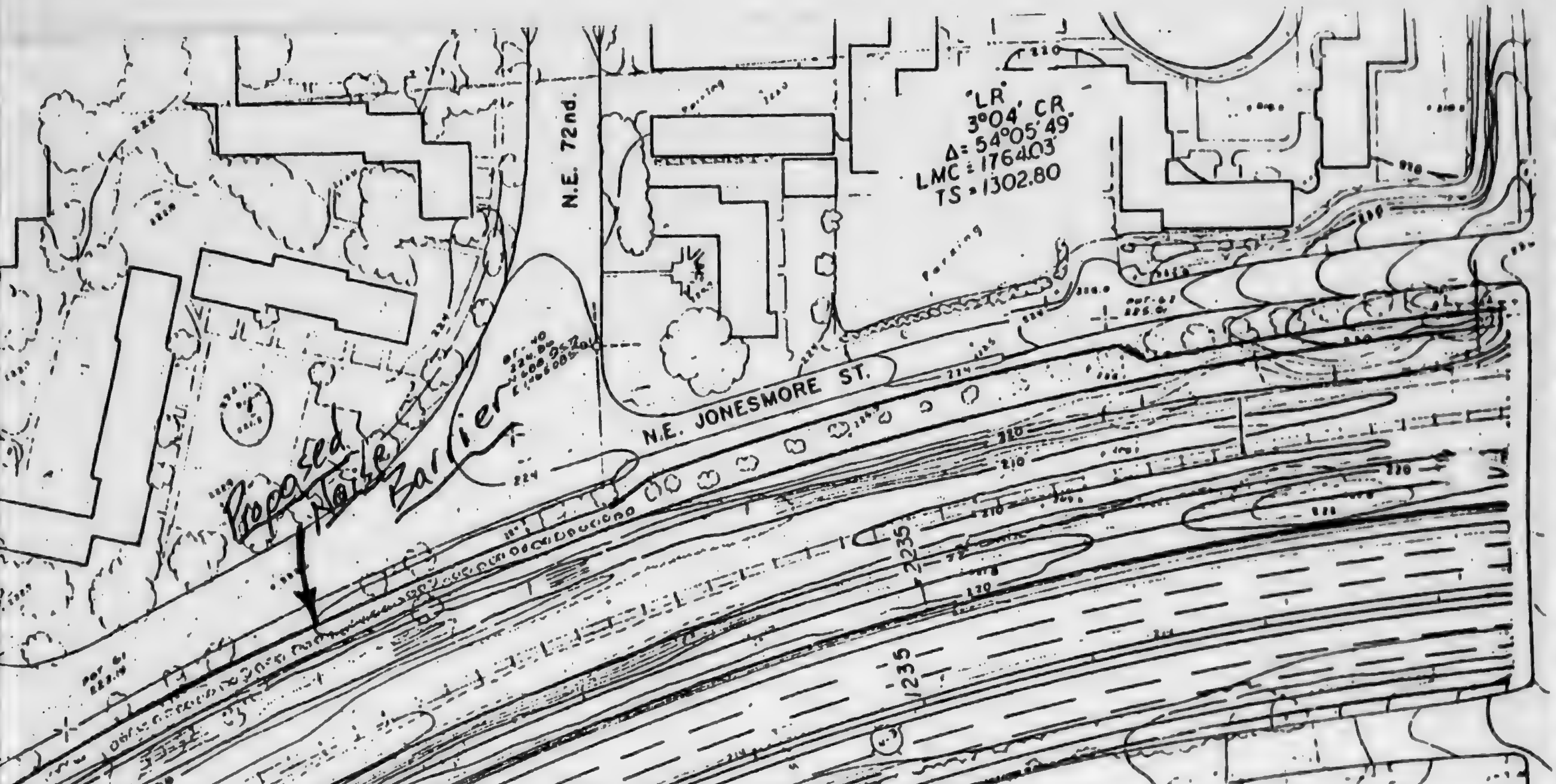
REFERRED TO
Beard Stoudenmeyer
Cole 2 Mann RFM
Eriksen 1 Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

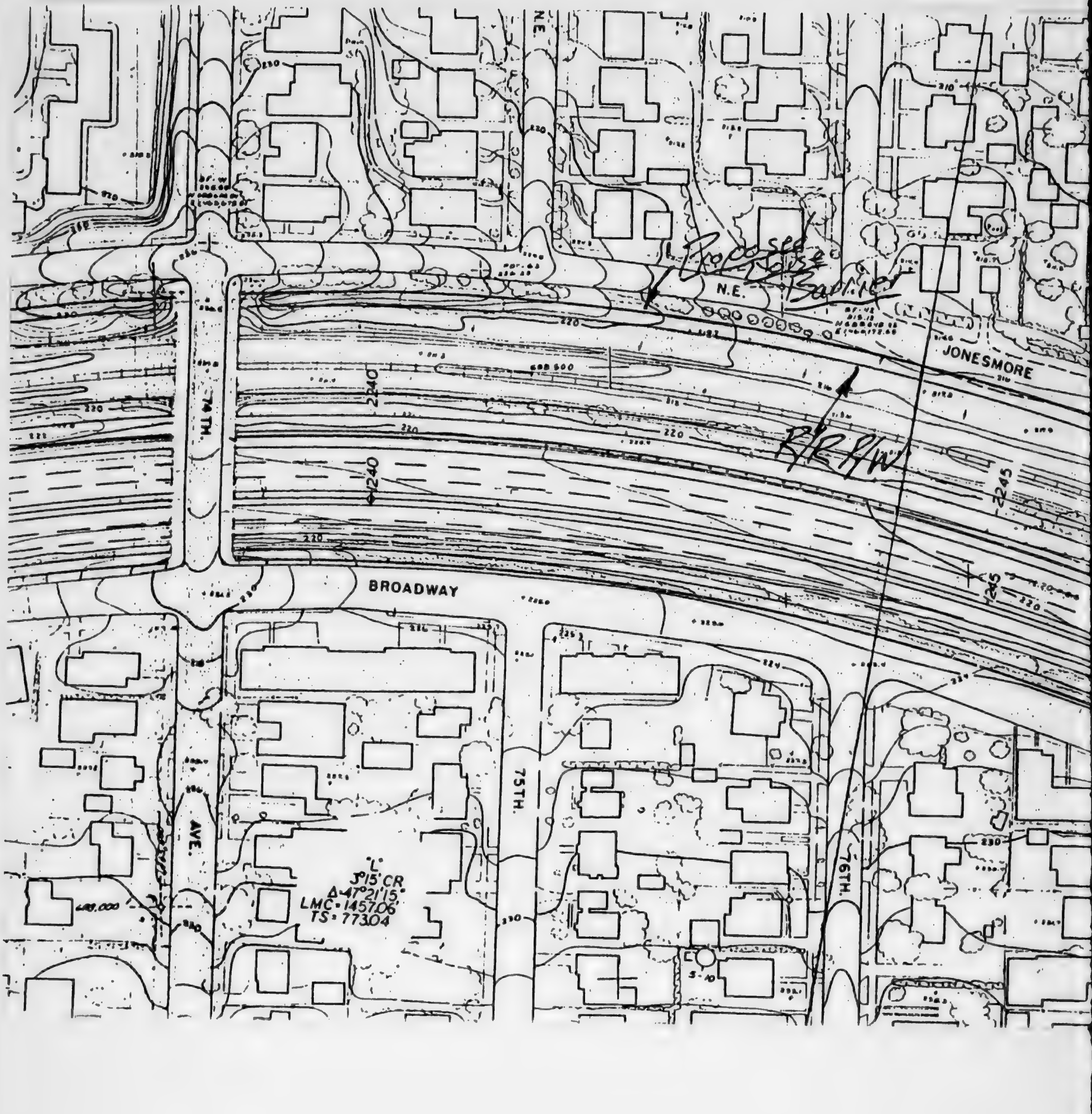
ROBERT A. SANDMANN, P.E.
Special Project Coordinator

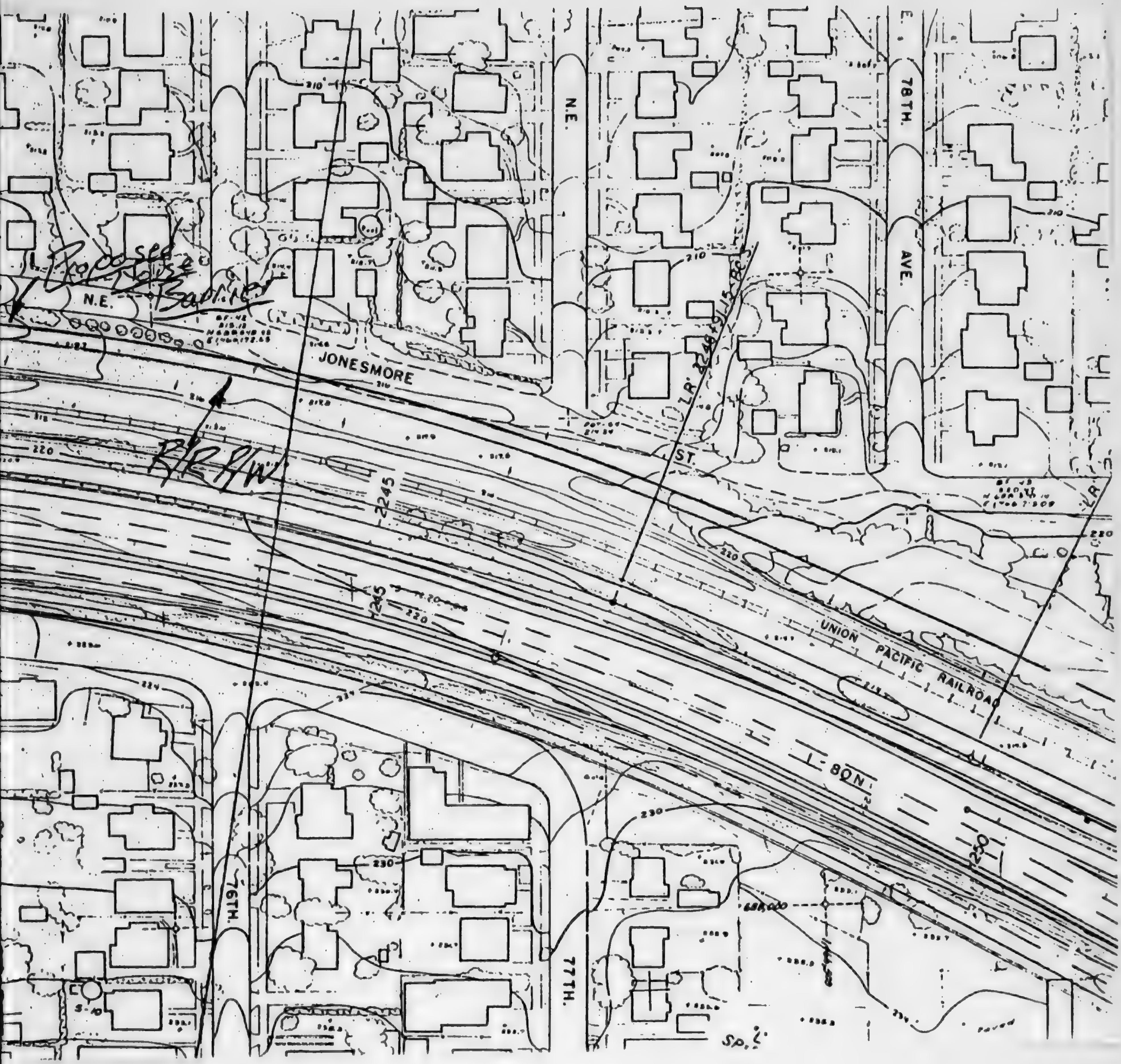
RAS:po
cc: Tony George
Adrian Olson

734-1886


'LP' 2229+39.8
N.E. 72nd
Proposed Noise Barrier
'LR'
SP: 300'
A · 102
S · 836'
BROADWAY
R/R R/W
2230
2225
N.E.
AVE.


N.E. 72nd.
'LR'
3°04' CR
Δ = 54°05'49"
LMC = 1764.03
TS = 1302.80
N.E. JONESMORE ST.
Proposed Noise Barrier
R/R R/W
1235
1235
1230
N.E.
BROADWAY
N.E.
AVE.
'L'
3°15' CR
Δ : 47°21'15"
LMC : 1457.05
TS : 1438.10
NE


N.E.
74TH
AVE.
N.E.
JONESMORE
Proposed Noise Barrier
R/R R/W
BROADWAY
75TH.
76TH.
2240
1240
2245
245
220
230
"L"
3°15' CR.
Δ=47°21'15"
LMC=1457.06
TS=773.04


Proposed Noise Barrier
N.E.
JONESMORE
ST.
N.E.
78TH
AVE.
L.R. 2248+91.15 P.C.
R/R R/W
2245
220
210
UNION PACIFIC RAILROAD
I-80N
250
230
76TH
77TH
L.R.

ROAD DESIGN SECTION

DES 16

Tony J. George, Coordinating Engineer
Environmental Section

May 10, 1982

ADOlson
A. D. Olson
Preliminary Design Engineer

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
MAY 1[illegible] 1982
ROAD DESIGN SECTION

Do Not File ☐
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Action

Noise Barrier Cost Estimates
68th-74th Avenues (North)
Banfield Transitway
Columbia River Highway
Multnomah County
Prefix 26-1929-907-04 P1

A standard freestanding concrete noise wall constructed with concrete block or precast concrete panels and a berm-wall combination noise barrier using a concrete wall on top of an earth berm were both considered for this section of the project.

Placing a noise barrier on property furnished by the City of Portland at no cost and on obtaining a construction easement from the private property owner for Segment A appears to be a more feasible alternative than attempting to buy right-of-way from the Union Pacific Railroad. Placing the noise barrier as proposed would require some type of written agreement among the State, City and private property owner indicating that the noise barrier would be a permanent installation and also the party responsible for maintenance of the noise barrier.

A freestanding concrete noise wall would be the most feasible type of noise barrier for Segments A and B. In the area of Segment A, only a wall could be used as the railroad right-of-way is approximately 12 feet from the apartment building left of Station 1225+. One negative aspect would be in placing a wall up to 18 feet in height approximately 10 feet from the apartment building which could create an undesirable visual effect. In the area of Segment B, a 3- or 4-foot high berm would be the maximum that could be constructed in order to avoid encroaching on railroad right-of-way. Almost all of the larger trees in the area of the proposed noise barrier would need to be removed using either alternative; however, some of the smaller trees and trees that have a drip line outside the foundation excavation limits for the noise wall could possibly be saved using the wall alternative.

Sound Wall Segment A:

Placing this segment of the noise wall on private property as proposed would require the removal of the existing fence and storage shed and also the shed or structure located at the southeast corner of the apartment building. The removal cost is estimated at $2,000 and will be included in the noise wall cost. Noise Wall Segment A-1 constructed to the proposed top of barrier elevation using a standard freestanding concrete noise wall would cost approximately $85,000 compared to $135,000 for Segment A-2. Costs include approximately $4,000 for right-of-way; however, the type of written agreement among the State, City and property owner would determine this cost, if any.

Sound Wall Segment B:

Constructing this segment of the noise barrier to the proposed top of barrier elevation using a standard freestanding concrete noise wall would cost approximately $250,000. This cost includes approximately $2,000 for tree removal.

There would be no apparent adverse impact to the road design by constructing this wall.

ADO:ja

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: May 3, 1982

FROM: Tony
Anthony J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
68th - 74th Avenues (North)
Banfield Transitway
Columbia River Highway
Multnomah County

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
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MAY 1982
ROAD DESIGN
SECTION

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Action

Please estimate costs and evaluate the engineering feasibility for the alternative sound wall segments listed in the table below. Please evaluate the feasibility of constructing sound wall segment B as either a concrete wall or a berm-wall combination. A map and profile of the alternative sound wall segments are attached.

Sound Wall Segment	Stations	Length	Height	Elevation (see profile)
A-1	1223+00 - 1226+65 Lt.	365'	10'	230±
A-2	1223+00 - 1226+65 Lt.	365'	18'	238±
B	1226+65 - 1238+15 Lt.	1150'	0-14'	234±

Sound wall segment A would be located on private property. Please estimate the cost and evaluate the feasibility of obtaining a construction easement from either the property owner or the Union Pacific Railroad, whose right-of-way borders the property. The cost of removing an existing fence and storage shed should also be considered (see attached map).

Sound wall segment B would be located on Broadway and Jonesmore Street right-of-way. It is our understanding that the right-of-way for a construction easement will be furnished by the City of Portland at no cost. There are several trees along Jonesmore Street and Broadway Street that may have to be removed to construct segment B of the sound wall. If these trees do have to be removed, please estimate this additional cost. Also, please estimate the cost of preserving as many trees as possible.

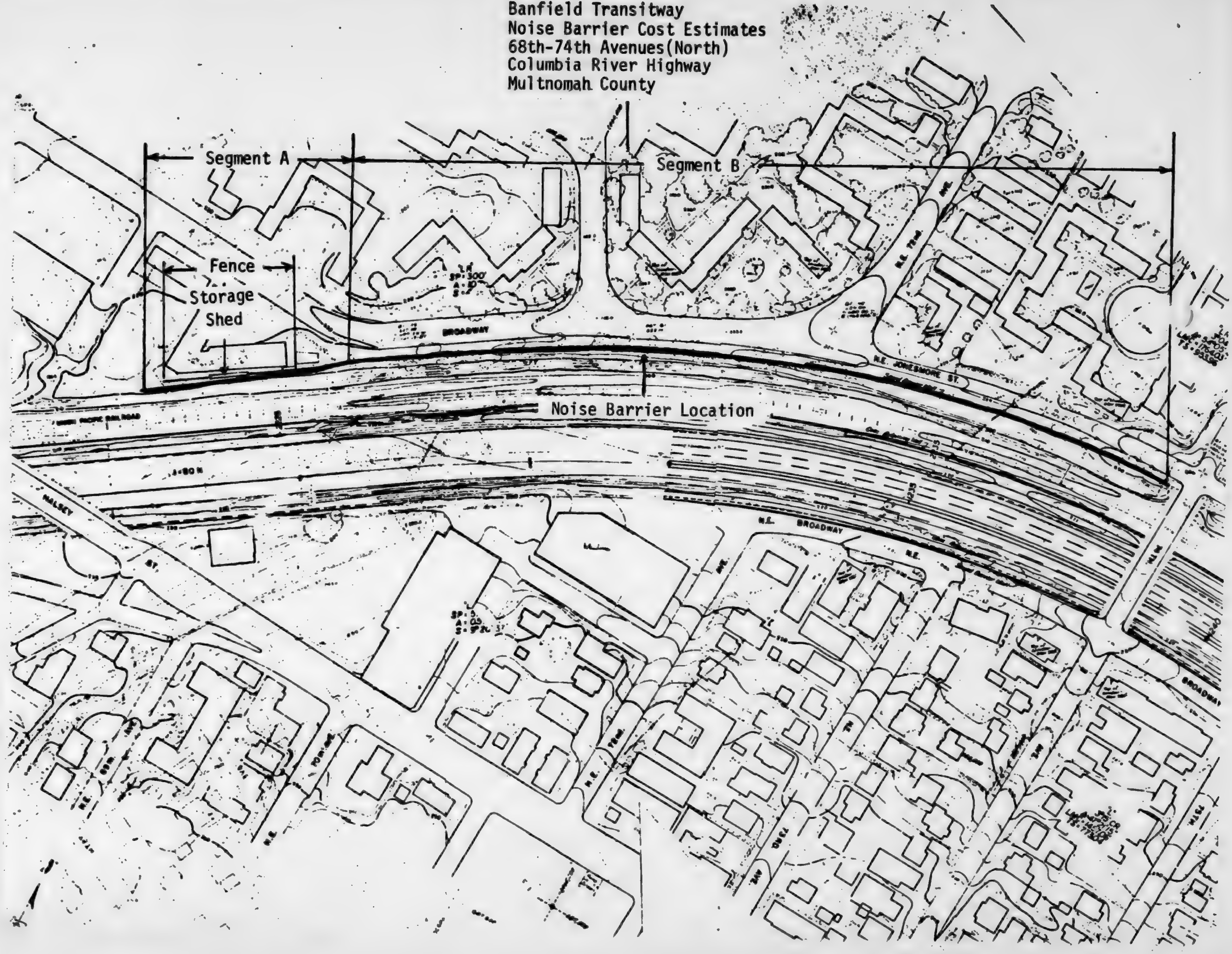
The above stationing for the sound wall segments does not include stepped transition sections. The east end of segment B would tie into the existing ground near the 74th Avenue structure. The west end of both segments A and B would not include stepped transition sections because full height sound walls would be needed for maximum noise reduction in the limited right-of-way.

There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Tim Thex or myself if there are any questions. Bob Sandmann can be contacted at 238-8226 for questions concerning right-of-way negotiations with the City of Portland.

AJG:kh

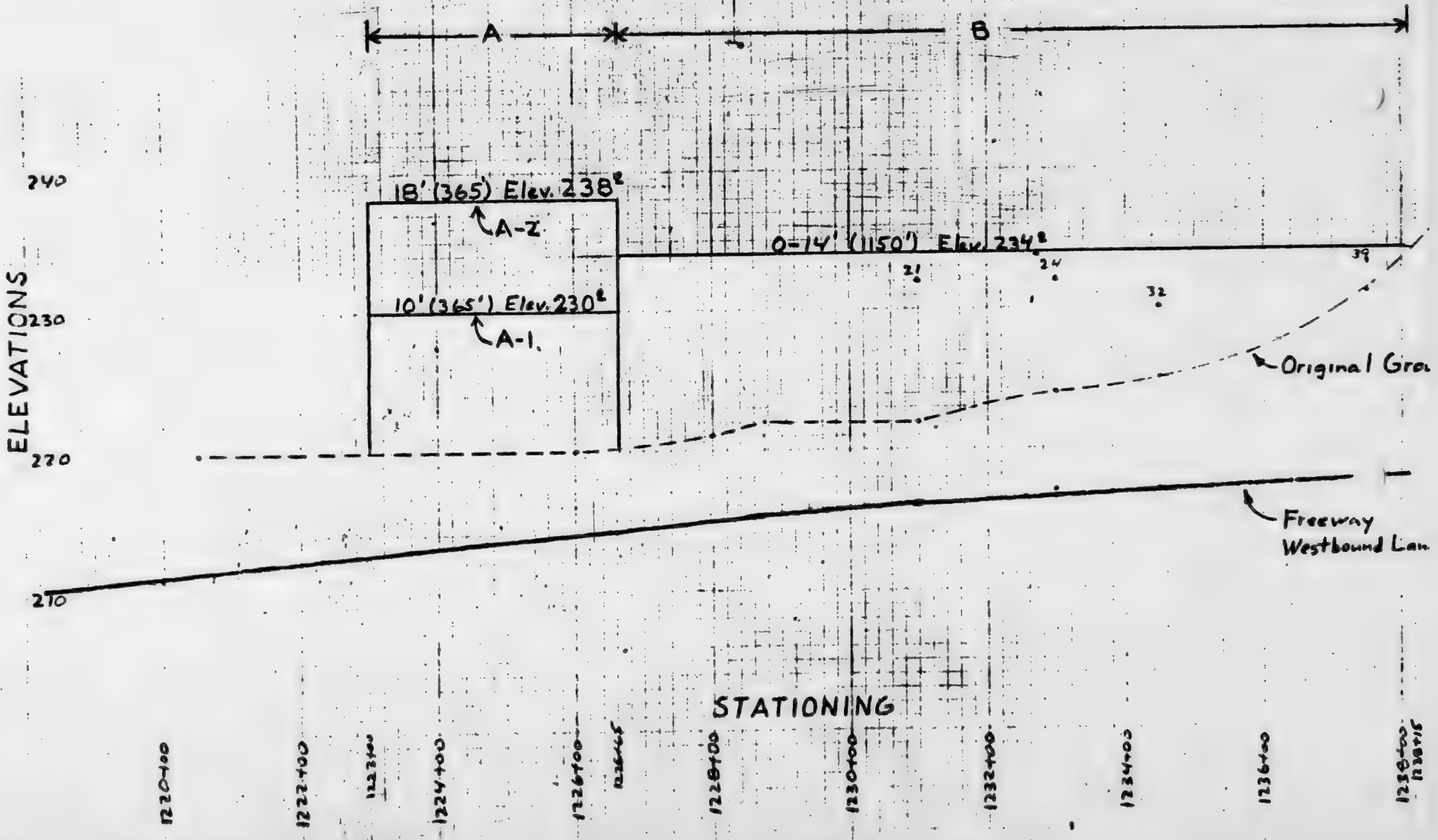
cc w/attachments: Bob Sandmann

Banfield Transitway
Noise Barrier Cost Estimates
68th-74th Avenues(North)
Columbia River Highway
Multnomah County


Segment A
Segment B
Fence
Storage
Shed
Noise Barrier Location
BROADWAY
N.E. JONESMORE ST.
N.E. BROADWAY
HALSEY
ST.
BROADWAY

Banfield Transitway
68th-74th Avenues (North)
Columbia River Highway

PROFILE OF BARRIER


A
B
18' (365) Elev. 238±
A-2
10' (365') Elev. 230±
A-1
0-14' (1150') Elev. 234±
21
24
32
39
Original Gro
Freeway
Westbound Lan
ELEVATIONS
240
230
220
210
STATIONING
1220+00
1222+00
1223+60
1224+00
1226+00
1226+65
1228+00
1230+00
1232+00
1234+00
1236+00
1238+00
1238+15

1514

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW 18-2

May 10, 1982

NOTED
H.S. COULTER

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
NW Halsey Street at 67th Avenue
Banfield Transitway
City of Portland
Multnomah County

Dear Dave:

Attached is an original and nine copies of a PUC Application relating to the Banfield Transitway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr

Attachment

cc: H. S. Coulter - w/att.
E. S. Hunter - w/att.
Walt Hart - w/att.
Ed Hardt - w/att.
C. T. Keasey - w/att.
D. E. Swan - w/att.
J. L. Sollis - w/att.

RECEIVED
STAT. HWY ENGR
MAY 10 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ____________

PUC Crossing No. 2A-004.60-A

DOT-AAR Crossing No. UP 809162S

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon by and through its (name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

Alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of N.E. Halsey Street at 67th Ave. (name of street or highway)

and Union Pacific Railroad Company (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) X Other (please specify) Construction of a Temporary Detour Structure over an existing Railroad adjacent to an existing Railroad Overcrossing.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

Address: Transportation Building; Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 4.64

b. City Portland

c. Nearest railroad station Graham

d. County Multnomah

e. The proposed project is to be in the SE 1/4 of the SW 1/4 of Section 29, Township 1N, Range 2E, W. M.

4. a. Name of public highway involved in this project:

NE Halsey St.

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Company, Main Line

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland,Bureau of Streets & Strs., 621 S.W.Alder St.,Portland,OR 97205

c. Multnomah Co., Public Works Div., 2115 S.E.Morrison,Portland,OR 97204

d. Portland General Elec.,3700 SE 17th,Portland,OR 97202,Attn.Jim Johnston

e. Pacific Power & Light Co.,2126 N.Lewis Ave.,Portland,OR. 97227

f. Oregon Department of Transportation, Highway Division,Transportation Bldg.,Salem,OR97302

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co.,123 NWFlanders St.,Portland,OR97209
Attn: Don Thomas

h. Pacific Northwest Bell,825 NE 20th Ave.,Portland,OR97232
Attn: Ralph Clausen

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The project involves complete removal of the existing overcrossing structure, except the westerly abutment, and replacement with a new structure which has spans suitable for the Banfield Transitway Project and roadway width compatible with the widening of Halsey St. easterly from the overcrossing.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? It is necessary for the completion of the Banfield Transitway Project.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--	After completion--
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?
N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon State Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:
City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
City of Portland

27. Is a temporary impairment [illegible] standard clearance on the railroad neces[illegible] during the construction period? Yes (yes/no).

If so, describe (and attach complete drawing): A detour structure for Halsey St. will be constructed over the Union Pacific Railroad Mainline and Columbia Riv. Hwy. Railroad construction clearance is 27'-6" horizontal and 21'-0" vertical. See ODOT, Bridge Design Section Dwg. 36803

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in Vicinity

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon State Highway Division Bridge Section, Dwgs. 36802, 36803 and 35865

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5-12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 7th day of May, 1982.

x

(Applicant)

(Attorney)

I, E.S. Hunter, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x

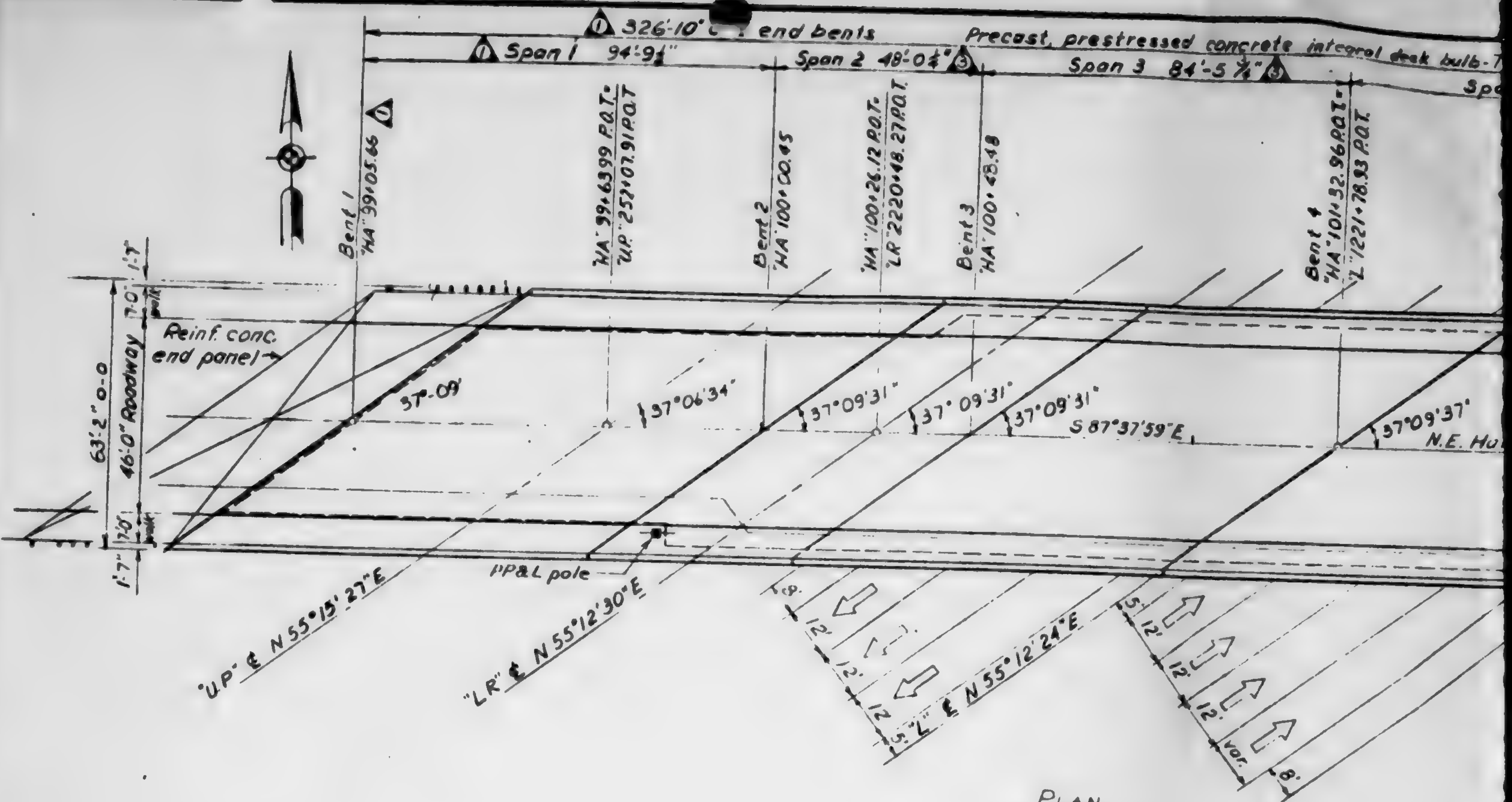
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 7th day of May, 1982

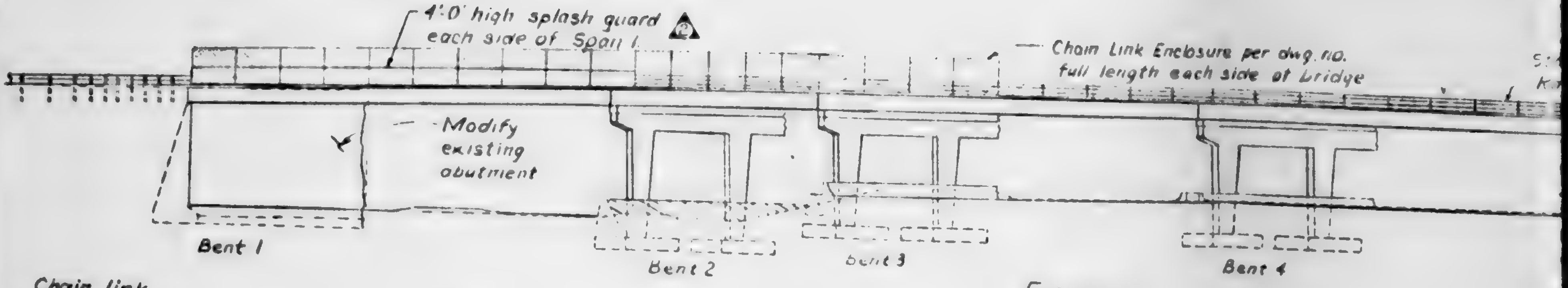
. (Notary Public for Oregon)

My Commission Expires: 12-18-84

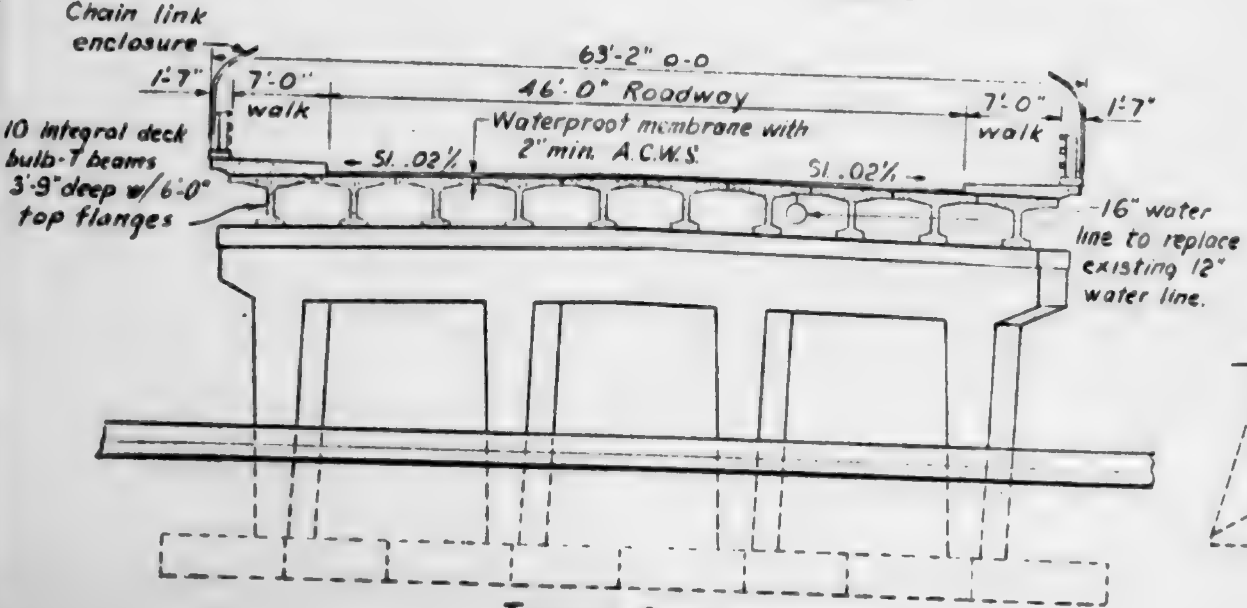
PUC Form 202 (30) 1-80
Signature Page


① 326'-10" c. end bents
Precast, prestressed concrete integral deck bulb-T
① Span 1 94'-9¼"
Span 2 48'-0¼" ③
Span 3 84'-5⅞" ③
Spa
Bent 1 "HA" 99+05.66 ①
"HA" 99+63.99 P.O.T.= "U.P." 252+07.91 P.O.T.
Bent 2 "HA" 100+00.45
"HA" 100+26.12 P.O.T.= "LR" 2220+48.27 P.O.T.
Bent 3 "HA" 100+48.48
Bent 4 "HA" 101+32.96 P.O.T.= "L" 1221+78.93 P.O.T.
1'-7"
7'-0" walk
63'-2" o-o
46'-0" Roadway
7'-0" walk
1'-7"
Reinf. conc. end panel
37°-09'
37°06'34"
37°09'31"
37°09'31"
37°09'31"
S 87°37'59" E
37°09'37"
N.E. Ha
PP&L pole
"U.P." ℄ N 55°15'27" E
"LR" ℄ N 55°12'30" E
"L" ℄ N 55°12'24" E
8'
12'
12'
12'
5'
5'
12'
12'
12'
var.
8'

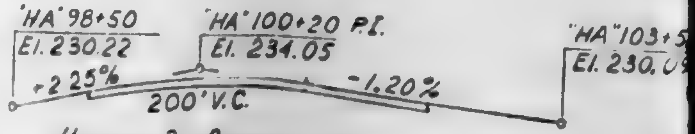
PLAN
Scale 1"=20'


4'-0" high splash guard each side of Span 1. ②
Chain Link Enclosure per dwg. no. full length each side of Bridge
Modify existing abutment
Bent 1
Bent 2
Bent 3
Bent 4

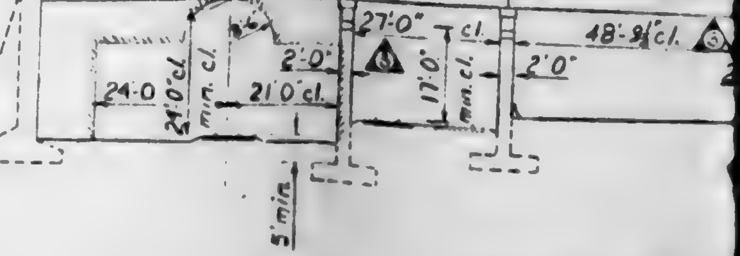
ELEVATION
Scale 1"=20'


Chain link enclosure
63'-2" o-o
1'-7"
7'-0" walk
46'-0" Roadway
7'-0" walk
1'-7"
Waterproof membrane with 2" min. A.C.W.S.
Sl. .02'/'
Sl. .02'/'
10 integral deck bulb-T beams 3'-9" deep w/ 6'-0" top flanges
16" water line to replace existing 12" water line.

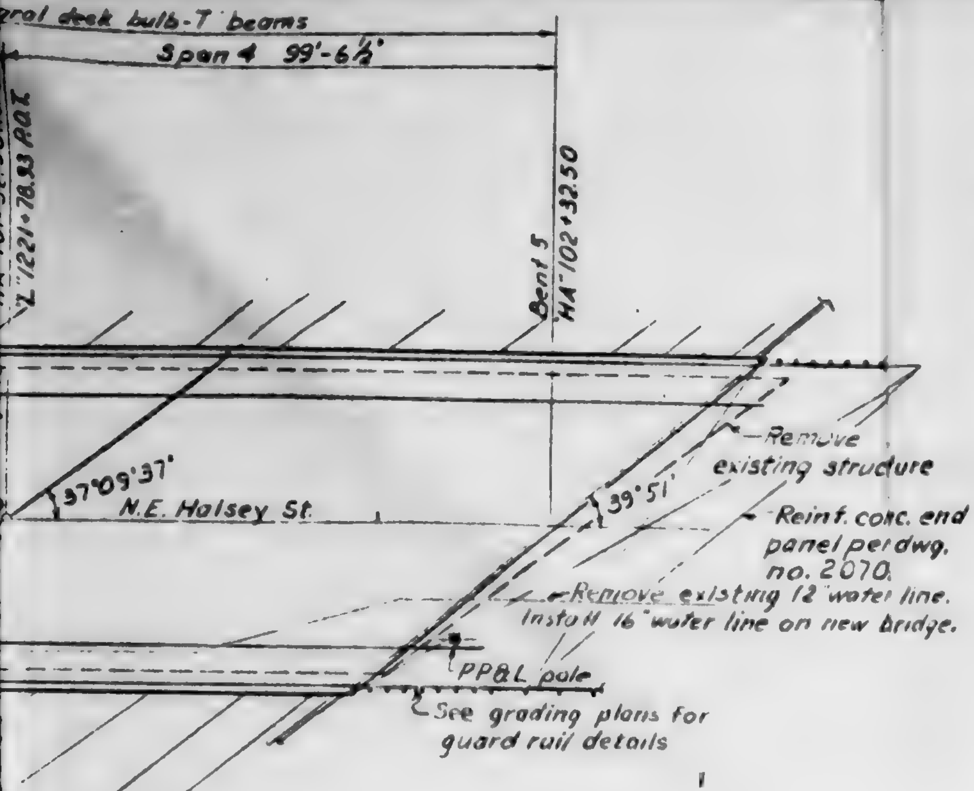
TYPICAL SECTION
Scale ⅛"=1'-0"

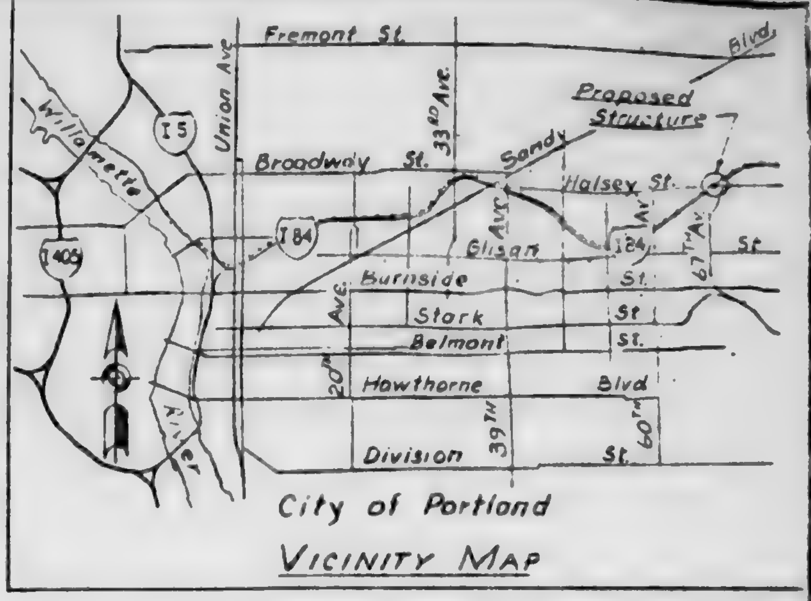

"HA" 98+50
El. 230.22
"HA" 100+20 P.I.
El. 234.05
"HA" 103+5
El. 230.0
+2.25%
200' V.C.
-1.20%

HALSEY ST PROFILE AT ℄


27'-0"
cl.
48'-9¼" cl.
24'-0
24'-0" cl.
min. cl.
2'-0"
21'-0" cl.
③
17'-0"
min. cl.
2'-0"
5' min.

CLEARANCE DIAGRAM
Scale 1"=20'


gral deck bulb-T beams
Span 4 99'-6½"
"L" 1221+78.93 POT
Bent 5
"HA" 102+32.50
37°09'37"
N.E. Halsey St.
39°51'
Remove existing structure
Reinf. conc. end panel per dwg. no. 2070.
Remove existing 12" water line. Install 16" water line on new bridge.
PP&L pole
See grading plans for guard rail details

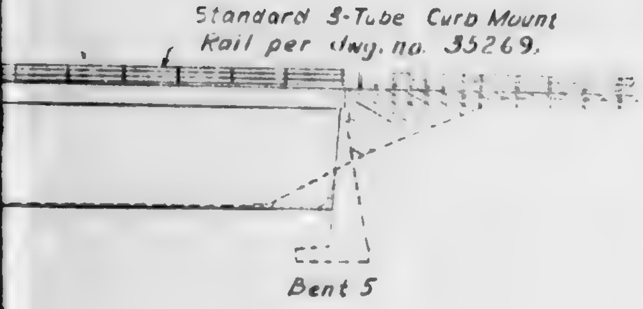

Fremont St.
Blvd
Proposed Structure
I5
Union Ave
33RD Ave.
Broadway St.
Sandy
Halsey St.
Willamette
I405
I84
Glisan
Ave.
I84
67TH Av.
St
Burnside
St.
Stark
St
Belmont
St.
20th Ave.
Hawthorne
Blvd
River
39TH
60TH
Division
St.

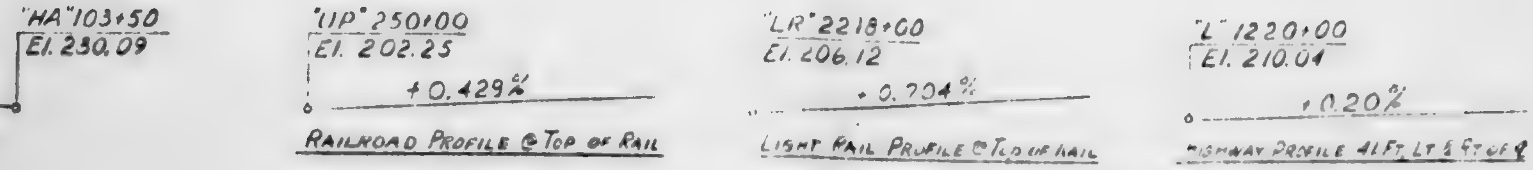
City of Portland

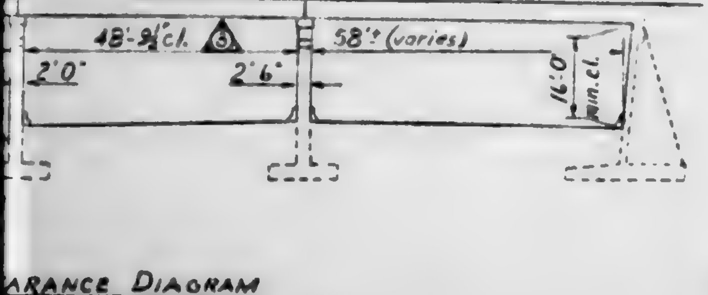
VICINITY MAP

NOTES

Bridge designed for HS 20-44 loading with an allowance of 38 psf for membrane and wearing surface.
See dwg. no. 36803 for detour location and details.
Elevations shown are based on City of Portland datum.


Standard 3-Tube Curb Mount Rail per dwg. no. 35269.
Bent 5


"HA" 103+50
El. 230.09
"UP" 250+00
El. 202.25
+0.429%
RAILROAD PROFILE @ TOP OF RAIL
"LR" 2218+00
El. 206.12
+0.204%
LIGHT RAIL PROFILE @ TOP OF RAIL
"L" 1220+00
El. 210.04
+0.20%
HIGHWAY PROFILE 41 FT. LT. & FT. OF ℄


48'-9¼" cl.
3
58'± (varies)
2'0"
2'6"
16'0" min. cl.

ARANCE DIAGRAM
Scale 1" = 20'

APPROVED: P.E.	
BRIDGE ENGINEER P.E.	
ASST STATE HIGHWAY ENGINEER	
DESIGNED	
DRAWN	[illegible]
CHECKED	
REVIEWED	
REVIEWED	
CALC BOOK	

	DATE	REVISION
1	4-29-82	Increased Span 1 length
2	4-29-82	Added splash guards
3	4-30-82	Increased Span 2 length

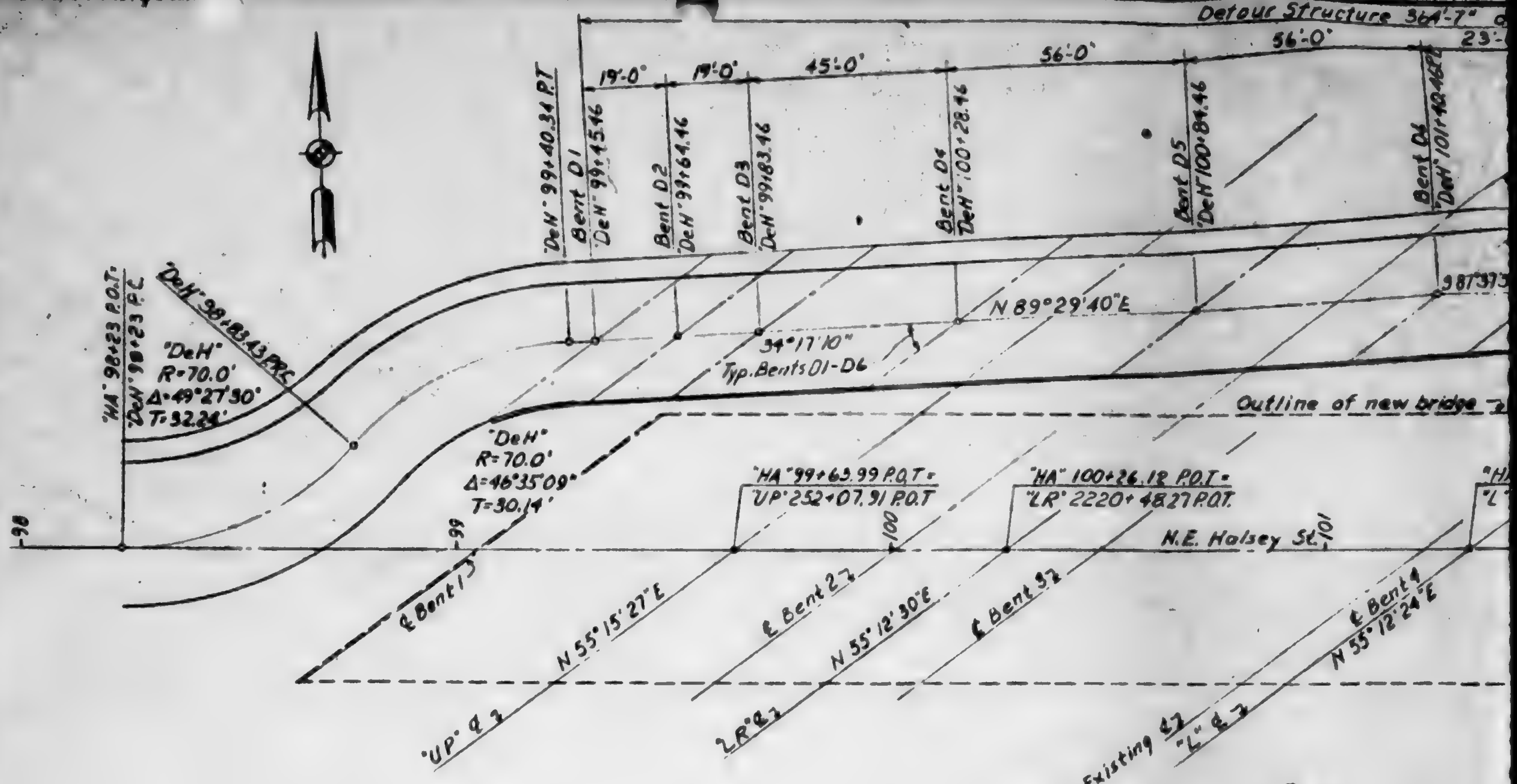
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

UNDERCROSSING OF
N.E. HALSEY ST. AT 67TH AVE.
N.E. 39TH AVE. – N.E. 87TH AVE. SECTION
COLUMBIA RIVER HWY. (I-84)
MULTNOMAH COUNTY

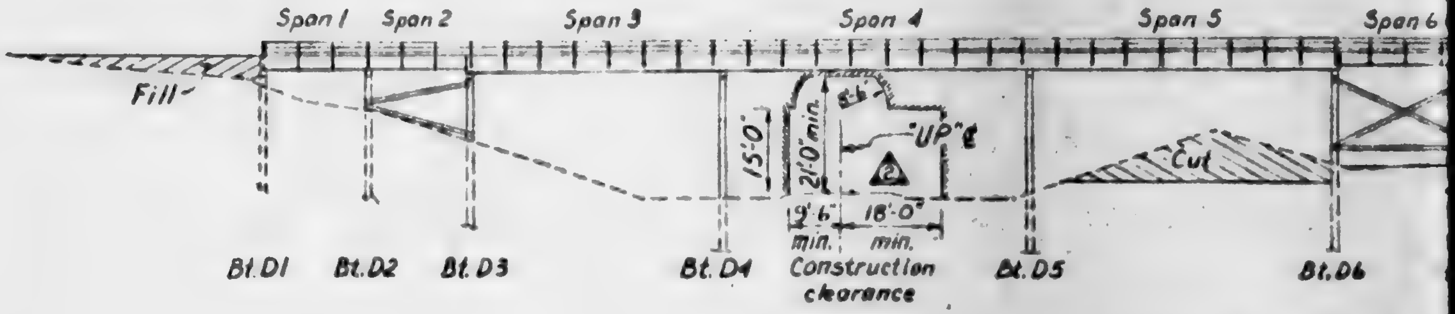
P.U.C. PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 36803

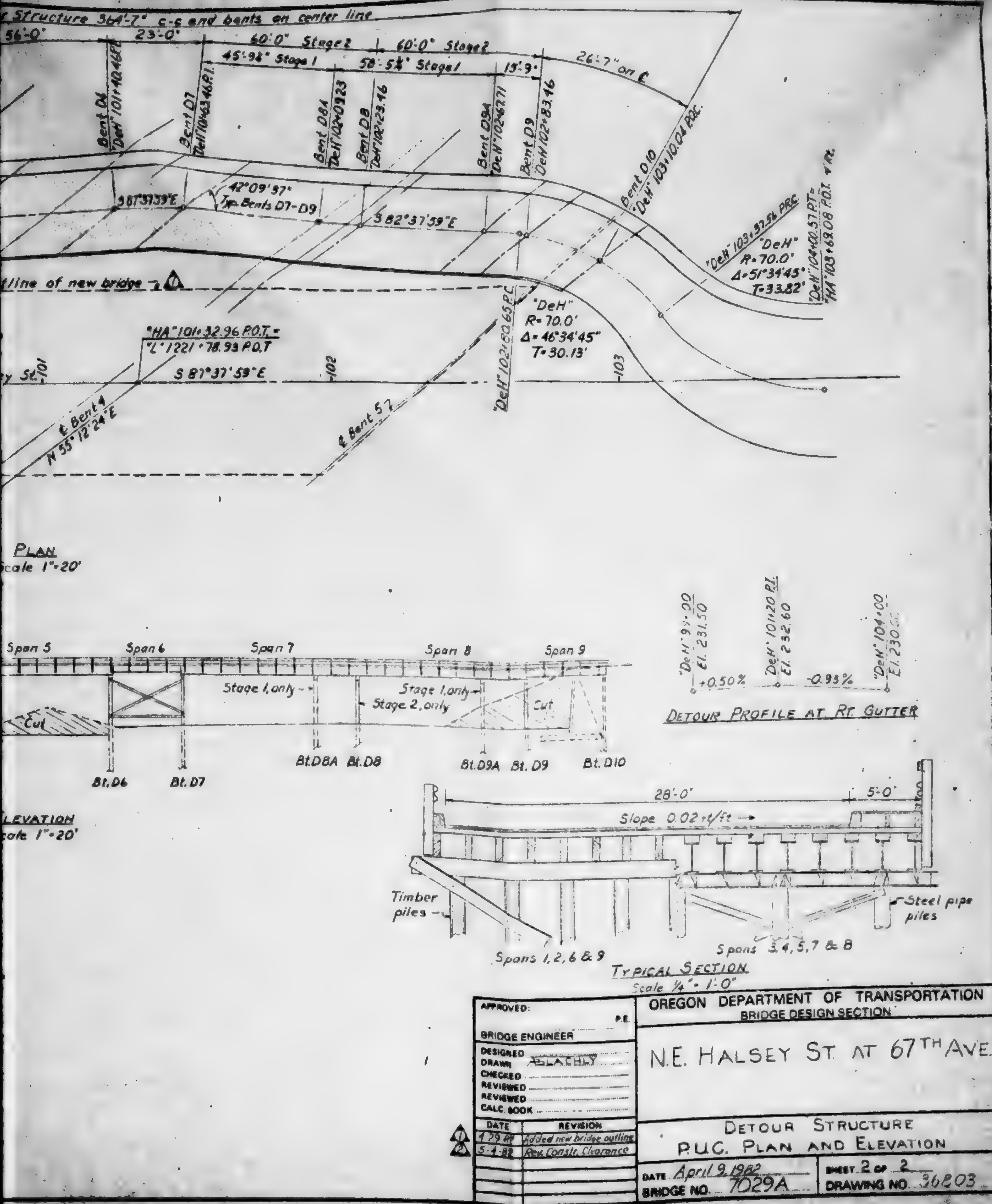
DATE April 15, 1982
SHEET 1 OF 2
BRIDGE NO. 7029A
DRAWING NO. 36802


Detour Structure 364'-7" o
19'-0"
19'-0"
45'-0"
56'-0"
56'-0"
23'-
"DeH" 99+40.34 P.T.
Bent D1 "DeH" 99+45.46
Bent D2 "DeH" 99+64.46
Bent D3 "DeH" 99+83.46
Bent D4 "DeH" 100+28.46
Bent D5 "DeH" 100+84.46
Bent D6 "DeH" 101+40.46
"DeH" 98+83.43 P.R.C.
"HA" 98+23 P.O.T. = "DeH" 98+23 P.C.
"DeH" R=70.0' Δ=49°27'30" T=32.24'
"DeH" R=70.0' Δ=46°35'09" T=30.14'
34°17'10" Typ. Bents D1-D6
N 89°29'40" E
Outline of new bridge
"HA" 99+63.99 P.O.T. = "UP" 252+07.91 P.O.T.
"HA" 100+26.12 P.O.T. = "LR" 2220+48.27 P.O.T.
98
99
100
101
N.E. Halsey St.
℄ Bent 1
℄ Bent 2
℄ Bent 3
℄ Bent 4
N 55°15'27" E
N 55°12'30" E
N 55°12'24" E
"UP" ℄
"LR" ℄
Existing ℄
"L" ℄

PLAN
Scale 1"=20'


Span 1
Span 2
Span 3
Span 4
Span 5
Span 6
Fill
Cut
15'-0"
21'-0" min.
8'-6"
"UP" ℄
2
9'-6" min.
18'-0" min.
Construction clearance
Bt. D1
Bt. D2
Bt. D3
Bt. D4
Bt. D5
Bt. D6

ELEVATION
Scale 1"=20'

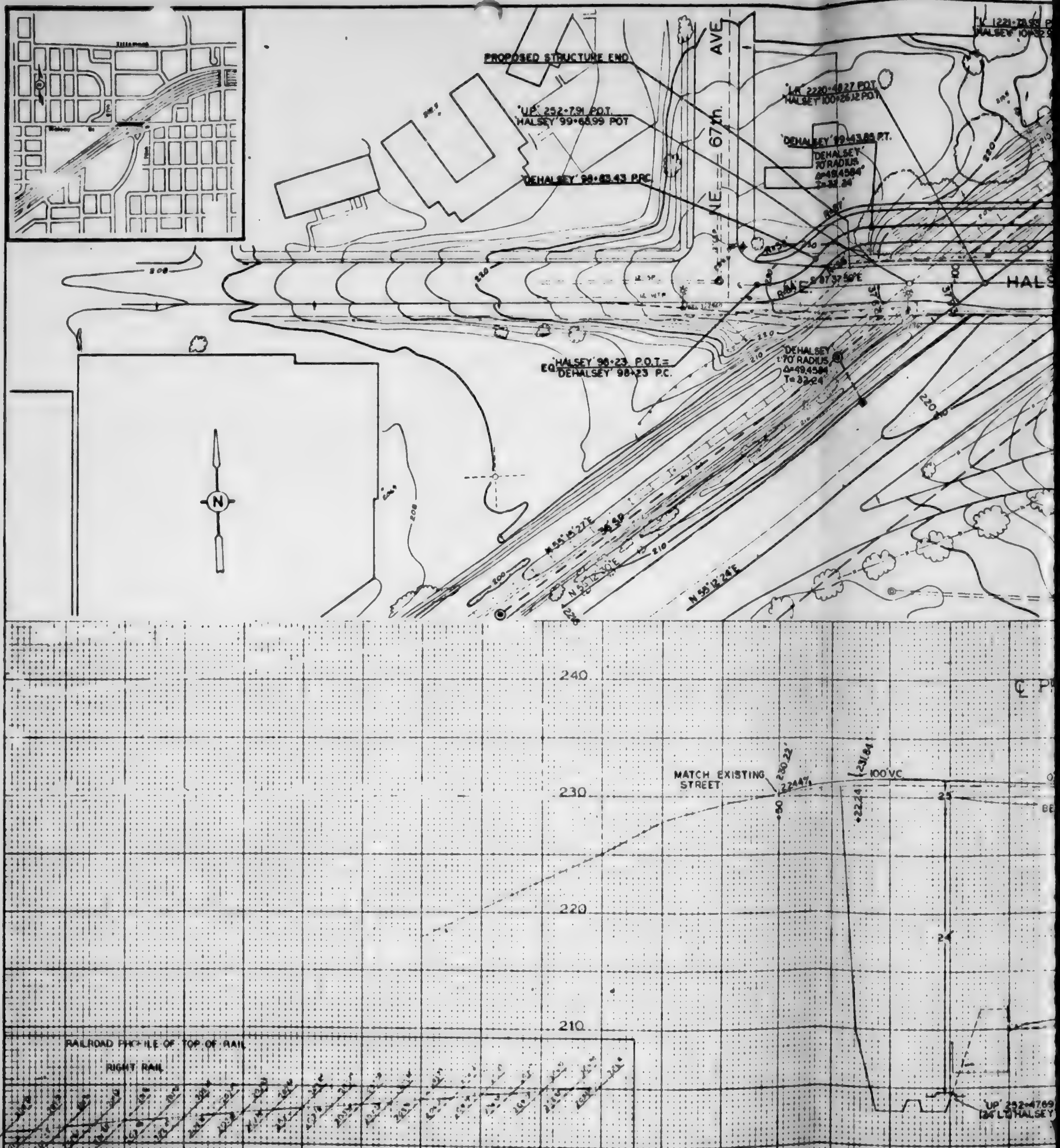

Structure 364'-7" c-c and bents on center line
56'-0"
23'-0"
60'-0" Stage 2
60'-0" Stage 2
45'-9¾" Stage 1
58'-5¼" Stage 1
15'-9"
26'-7" on ℄
Bent D6 DeH" 101+40.46 P.T.
Bent D7 DeH" 101+83.46 P.I.
Bent D8A DeH" 102+09.23
Bent D8 DeH" 102+23.46
Bent D9A DeH" 102+67.71
Bent D9 DeH" 102+83.46
Bent D10 "DeH" 103+10.04 P.O.C.
S 87°37'59"E
42°09'37" Typ. Bents D7-D9
S 82°37'59"E
"DeH" 103+37.56 P.R.C.
"DeH" R=70.0' Δ=51°34'45" T=33.82'
"DeH" 104+01.57 P.T. = "HA" 103+63.08 P.O.T. ℄ Rt.
Outline of new bridge
"DeH" 102+80.65 P.C.
"DeH" R=70.0' Δ=46°34'45" T=30.13'
"HA" 101+32.96 P.O.T. = "L" 1221+78.93 P.O.T.
Halsey St. 101
S 87°37'59"E
102
103
℄ Bent 4 N 55°12'24"E
℄ Bent 57
PLAN
Scale 1"=20'
Span 5
Span 6
Span 7
Span 8
Span 9
Stage 1, only
Stage 2, only
Stage 1, only
Cut
Cut
Bt. D6
Bt. D7
Bt. D8A
Bt. D8
Bt. D9A
Bt. D9
Bt. D10
ELEVATION
Scale 1"=20'
"DeH" 99+00 El. 231.50
"DeH" 101+20 P.I. El. 232.60
"DeH" 104+00 El. 230.
+0.50%
-0.93%
DETOUR PROFILE AT RT. GUTTER
28'-0"
5'-0"
Slope 0.02 ft/ft
Timber piles
Steel pipe piles
Spans 1, 2, 6 & 9
Spans 3, 4, 5, 7 & 8
TYPICAL SECTION
Scale ¼"=1'-0"

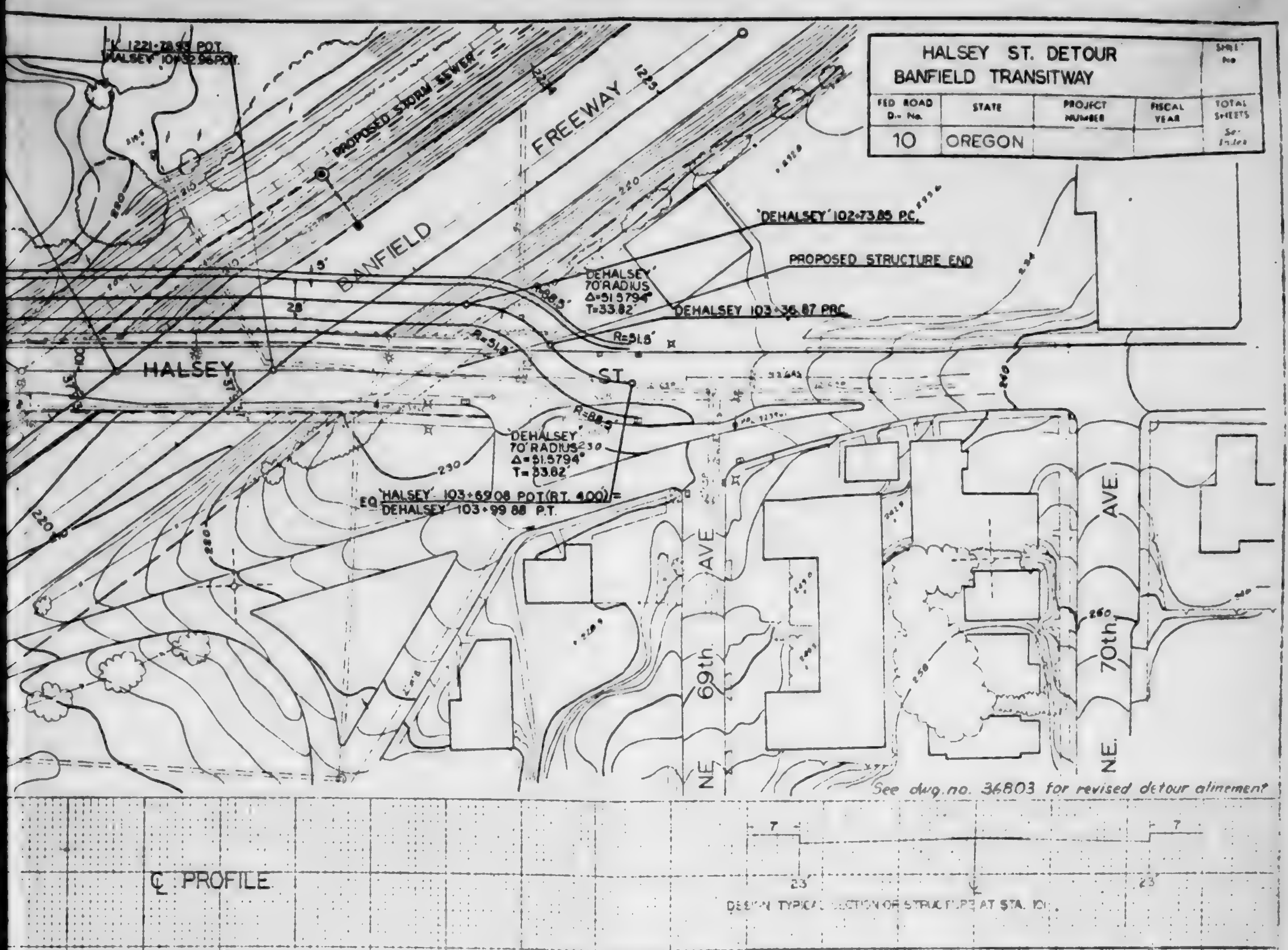
APPROVED: .... P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER	
DESIGNED .... DRAWN A.BLACHLY CHECKED .... REVIEWED .... REVIEWED .... CALC. BOOK	N.E. HALSEY ST. AT 67TH AVE.

	DATE	REVISION
1	4-29-82	Added new bridge outline
2	5-4-82	Rev. Constr. Clearance

DETOUR STRUCTURE
P.U.C. PLAN AND ELEVATION

DATE April 9, 1982
BRIDGE NO. 7029A
SHEET 2 OF 2
DRAWING NO. 36203


PROPOSED STRUCTURE END
'UP' 252+7.91 P.O.T.
'HALSEY' 99+68.99 POT
'DEHALSEY' 98+83.43 P.P.C.
NE 67th AVE
'LR' 2220+48.27 POT
'HALSEY' 100+26.12 P.O.T.
'DEHALSEY' 99+43.83 P.T.
'DEHALSEY' 70' RADIUS Δ=49.4584° T=32.24
'L' 1221+
'HALSEY' 10
HALS
N 87°37'50"E
EQ. 'HALSEY' 98+23 P.O.T.= 'DEHALSEY' 98+23 P.C.
'DEHALSEY' 70' RADIUS Δ=49.4584° T=32.24
N 55°15'27"E
N 55°12'30"E
N 55°12'24"E
N
220
210
200
240
230
220
210
MATCH EXISTING STREET
230.22'
224.47
231.84
222.24
100' VC
50
25
24
'UP' 252+47.69 (24' LT) HALSEY
RAILROAD PROFILE OF TOP OF RAIL
RIGHT RAIL
LEFT RAIL
247
248
249
250
251
252
253
254
255
256
257
95
96
97
98
99
100



'K' 1221+28.93 P.O.T.
'HALSEY' 101+32.96 P.O.T.
PROPOSED STORM SEWER
BANFIELD
FREEWAY
'DEHALSEY' 102+73.85 P.C.
PROPOSED STRUCTURE END
'DEHALSEY' 70' RADIUS Δ=51.5794° T=33.82'
'DEHALSEY' 103+36.87 P.R.C.
R=51.8'
R=88.5'
HALSEY
ST.
'DEHALSEY' 70' RADIUS Δ=51.5794° T=33.82'
EQ. 'HALSEY' 103+69.08 P.O.T.(RT. 4.00) = 'DEHALSEY' 103+99.88 P.T.
NE. 69th AVE
NE. 70th AVE
See dwg. no. 36803 for revised detour alinement
℄ PROFILE
DESIGN TYPICAL SECTION OF STRUCTURE AT STA. 10
PROFILE OF LIGHTRAIL SUBGRADE 19 INCHES BELOW TOP OF RAIL
MATCH EXISTING STREET
0.4659%
DESIGN BEAM DEPTH
SUPERCHART OF HIGHWAY
LT. AND RT.
HIGHWAY PROFILE 41' LT AND RT OF ℄
'UP' 252+47.69 (24' LT.'HALSEY' 99+05.7)
100
101
102
103
104
105

HALSEY ST. DETOUR
BANFIELD TRANSITWAY

FED ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

BR# 7029A

DR# 35865

9574 5-12 –

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

74th-78th Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

May, 1982

Verstoeg
Anderson
Adams
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAY 17 1982
ROAD DESIGN
SECTION

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Return To
Bring up / /
Action

TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 2

PROJECT DESCRIPTION 3

TRAFFIC NOISE IMPACTS AND MITIGATION 4

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 6

MITIGATION OF CONSTRUCTION NOISE IMPACTS 6

LOCAL COORDINATION 6

LIST OF PREPARERS 7

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
74th-78th Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 74th-78th Avenue section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Seventeen residential structures (13 single-family, 4 multi-family) located along the subject section of the Banfield Transitway are predicted to exceed FHWA design noise levels in year 1990. Eight of the 17 residential structures are predicted to exceed the FHWA exterior design noise level of Leq 67 dBA. The remaining 9 residential structures are predicted to exceed the FHWA interior design noise level of Leq 52 dBA. Predicted (1990) exterior traffic noise levels at the affected structures range from Leq 67-75 dBA, and predicted interior noise levels range from Leq 53-67 dBA (see Figure 3). The 17 residential structures contain 32 dwelling units.

A concrete sound wall, 3 to 14 feet high and 1,145 feet in length, is recommended for construction in this section to mitigate noise levels at the 17 affected residential structures. The sound wall would reduce traffic noise levels 4 to 10 dBA at the affected structures.

It is the recommendation of this report to construct the sound wall as a vertical extension of the proposed retaining wall in this area. However, since it is desired to obtain the least expensive sound wall possible, it is also recommended that a freestanding sound wall, constructed behind the proposed retaining wall, be considered as a design option. In order to maintain

aesthetic continuity between the sound walls and retaining walls on this project, should the freestanding sound wall option be selected, it is recommended that only one wall design be allowed throughout the contract area.

Estimated cost of the recommended sound wall is $245,000, with a cost per dBA reduction per dwelling unit of $1,050. This was the most cost effective of all the sound wall alternatives analyzed (see Table 4). The cost of this wall would be approximately $7,000 less than the cost estimated in the Acoustics Technical Report.

Banfield Transitway Final Noise Study Report
74th-78th Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report area are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 74th-78th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 74th-78th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system. The 74th-78th Avenue section of the freeway will be in a cut section, supported by a retaining wall. The existing N.E. Broadway Street will be realigned slightly to accommodate the retaining wall.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 74th and 78th Avenues, bordered by N.E. Broadway Street and the Banfield Freeway on the north, and by N.E. Halsey Street on the south (see Figure 2). Future (1990) interior noise levels will cause FHWA design noise levels to be exceeded at 17 residential structures (13 single-family, 4 multi-family) in the freeway section. These 17 residential structures contain 32 dwellings. Noise levels at eight of the 17 affected rsidential structures are predicted to be exposed to traffic noise which exceeds the FHWA exterior design noise level of Leq 67 dBA. The remaining nine affected residential structures do not have exterior activity areas exposed to the freeway, hence they are subject to the FHWA interior design noise level of Leq 52 dBA. Predicted exterior traffic noise levels at the 17 affected residential structures range from Leq 67 dBA to Leq 77 dBA. The Acoustics Technical Report includes noise predictions slightly higher in this section than those predicted by ODOT. The Acoustics Technical Report states that 18 single-family and 5 multi-family structures in this section will be exposed to traffic noise which exceeds the design noise level, while this report only shows 13 single-family and 4 multi-family structures predicted to exceed the design noise level.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete sound wall recommended for construction in this roadway section would be 3 to 14 feet in height, and 1,145 feet in length. The sound wall would be constructed as an extension of the proposed retaining wall for its entire length. The sound wall would begin at approximately Station 1238+85 Rt., with a transition section tying into the 74th Avenue structure. The wall would become full height at Station 1238+95 Rt., and would extend eastward at full height to Station 1250+00 Rt. From Station 1250+10 Rt. to 1250+30 Rt., the sound wall would be in a 20 foot transition section (see Figure 4).

Since it is desired to obtain the least expensive sound wall possible, it is recommended that a freestanding wall also be included as a design option. However, to retain some aesthetic continuity, should a freestanding wall be less expensive to construct, it is recommended that only one wall design be allowed as an option throughout the contract area.

The estimated cost of the recommended sound wall is $245,000, with a cost per dwelling unit of $7,660, and a cost per dBA reduction per dwelling unit of $1,050. A safety barrier on the Broadway Street side of the sound wall is not included in this cost. The Bridge design section will make the final decision on whether or not to include the safety barrier in the final design of the sound wall.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of FHWA interior design noise level is requested for Houses 1, 2, 4, 5, and 9 where the interior design noise level will still be exceeded when windows are open, even with the recommended mitigation. An exception to the achievement of the FHWA exterior design noise level is requested at House 6, where the exterior design noise level of Leq 67 dBA will still be exceeded even with the recommended mitigation. The justification for choosing the 3 to 14 foot high mitigation design is that it provides substantial mitigation and it was the most cost effective sound wall alternative studied. The interior design noise level will be achieved at 11 of the 17 affected residences with this sound wall design.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 74th-78th Avenue road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

Both exterior and interior FHWA design noise levels were considered in this analysis. Houses with exterior activity areas adjacent to the freeway were subject to the FHWA exterior design noise level of Leq 67 dBA, and houses without activity areas adjacent to the freeway were subject to the FHWA interior design noise level of Leq dBA. Noise levels at both the first and second floors of those houses subject to the FHWA interior design noise level were predicted. The noise predictions in Table 3 show exterior noise levels at the residential structures subject to the Leq 67 dBA design noise level, and interior noise levels at the residential structures subject to the Leq 52 dBA design noise level. The predictions for the houses subject to the FHWA interior design noise level were taken at top of window height. Corresponding interior noise levels with windows open were found by subtracting 10 dBA from the exterior predictions. The 10 dBA is a building reduction factor recommended by FHWA for wood frame structures with windows open. There is one exception to this in Figure 3. Interior noise levels at House 3 on Figure 3 were calculated by subtracting 20 dBA from the exterior prediction. This was done because House 3 is equipped with air conditioning, thus eliminating the need for open windows. Twenty dBA is the building reduction factor recommended by FHWA for wood frame structures with windows closed.

The construction of a noise barrier 12 feet in height and 1,050 feet in length, at an estimated cost of $252,000, was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation.

TRAFFIC

The traffic data used for noise predictions in the 74th-78th Avenue road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 60th Avenue on-ramp - Halsey off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken in mid-block along N.E. Broadway between 75th and 76th Avenues (see Figure 2). The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the front yard of a residential structure at a height of 5 feet above ground, approximately 120 feet from the centerline of the existing Banfield Freeway.

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 17 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The 74th-78th Avenue section is designed in a cut section, with the embankment on the south side of the freeway supported by a retaining wall. The retaining wall and the cut slopes offer some reduction in noise levels, especially to second and third row structures, by shielding the eastbound lanes from the affected residences. Since the proposed vertical alignment already offers some noise reduction, no further changes in vertical alignment are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls are the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. On this project, concrete walls were considered the most practical, so only those walls were analyzed for cost and acoustic effectiveness. A metal wall will also be allowed as a design option, to see if this would reduce the cost further.

Concrete walls can be constructed with either concrete block, precast concrete or cast-in-place concrete. Construction costs are approximately the same for any of these types of wall. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 74th-78th section, a concrete wall constructed as an extension to the proposed retaining wall was judged to be the most feasible type of noise barrier. The sound wall could only offer partial mitigation to the impacted residences described in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report. Full mitigation to all residences was judged unfeasible because walls of 25 to 30 feet high would be required just to achieve the FHWA interior design noise level of Leq 52 dBA on the first floor.

The alternatives studied are discussed in detailed below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

Alternative Heights to the Recommended Retaining Wall Extension Sound Wall

A sound wall 4 feet higher, in the same location as the recommended sound wall, was analyzed for costs and acoustical effectiveness. It was found that the higher sound wall offered 2 to 3 dBA more attenuation than the recommended sound wall. However, the design noise level would only be achieved at one additonal structure if the higher wall was constructed. The higher sound wall would cost approximately $325,000 as compared to the $245,000 cost for the recommended sound wall. Because the additional $80,000 cost was judged to be excessive, when compared to the small additional noise reduction, the higher sound wall was not recommended.

Freestanding Sound Walls

Freestanding concrete sound walls, constructed in back of the proposed retaining wall, were also analyzed for construction in this roadway section in lieu of the recommended retaining wall extension design.

Freestanding sound wall heights of 3-14 feet and 7-18 feet were both analyzed. The acoustic effectiveness of all these sound walls was found to be the same as the corresponding height retaining wall extension. However, the freestanding sound wall design was not found to be as desirable as the retaining wall extension for reasons described below.

The estimated cost of concrete freestanding sound walls was approximately $10,000 greater than the same height sound wall constructed as a retaining wall extension. Therefore, both of the freestanding sound walls analyzed were less cost effective than their retaining wall extension counterparts.

The Bridge Design section indicated that there are several construction options available for freestanding sound walls, and that more competitive bidding could occur, resulting in the freestanding sound walls being cheaper than the retaining wall extension. Therefore Bridge Design recommends the construction of a freestanding wall.

The alternative designs presently available for freestanding sound walls include cast-in-place concrete, split-face concrete block, precast concrete panels and pilasters, FANWALL (a hinge-type precast concrete barrier), DOUBLEWAL (a building block type precast wall), and ARMCO (a prefabricated metal barrier). Takes more width ?

Any of these types of sound walls could be used on this project if offered as options in the contract. Each of these sound wall alternatives, alone, could be quite aesthetically pleasing. However, the placement of a different type of sound wall above and behind the retaining wall could be aesthetically undesirable. All the retaining walls adjacent to the highway will be finished with a Class 2 surface finish, which includes painting with a latex emulsion paint. Each of the sound walls previously mentioned, other than the cast-in-place option, would be quite different in surface texture and style from the retaining walls. The net effect would be one of contrast and nonuniformity.

The sound walls constructed as retaining wall extensions, on the other hand, would be aesthetically pleasing. These sound walls would be indistinguishable from the remainder of the retaining walls. This would result in an aesthetically pleasing concrete structure that would complement the urban setting of the freeway. In addition, Broadway Street could be approximately two feet wider if the freestanding sound wall was not constructed. For these reasons, primarily, the retaining wall extension is recommended rather than the freestanding wall design.

Since it is desired to obtain the least expensive sound wall possible, it is recommended that both a freestanding wall and a retaining wall extension be included in the design as options. However, to retain some aesthetic continuity, should a freestanding wall be less expensive to construct, it is recommended that only one wall design be allowed throughout the contract area.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
74th-78th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (60th Ave. on-ramp - Halsey off-ramp)	1990	6100	320	53

TABLE 2

Banfield Transitway Noise Study
74th-78th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.)			
					Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	2-25-82 10:55 a.m.	70	73	120 ft. (Banfield)	3324	87	58	55

TABLE 3

Banfield Transitway Noise Study
74th-78th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(6-13 Foot Wall)

Station	Elevation
1238+85 (Beginning of Transition Section-Tie into 74th Avenue structure as appropriate).	$233^{\underline{0}}$
1238+95 (End of transition section-beginning of full height retaining wall extension).	$237^{\underline{0}}$
1242+00	$237^{\underline{0}}$
1245+00	$237^{\underline{0}}$
1248+00	$237^{\underline{0}}$
1250+10 (End of full height retaining wall extension - beginning of transition section).	$237^{\underline{0}}$
1250+30 (End of stepped transition section).	$234^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
74th-78th Avenues (South)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Wall Location	Height	Length	Exterior LEQ No Wall	Exterior LEQ with Wall	Reduc-tion	Wall Cost	Cost per dwelling Unit	Cost per dBA Reduction per dwelling unit	Recommended
Retaining Wall Extension	1238+85 - 1250+30 Rt.	3-14'	1145'	67-77	57-69	4-10	$245,000	$ 7,660	$1,050	Yes*
Freestanding Wall	1238+85 Rt.- 1250+30 Rt.	3-14'	1145'	67-77	57-69	4-10	$255,000	$ 7,970	$1,090	Yes*
Retaining Wall Extension	1238+85 Rt.- 1250+30 Rt.	7-18'	1145'	67-77	55-66	6-13	$325,000	$10,160	$1,060	No
Freestanding Wall	1238+85 Rt.- 1250+30 Rt.	7-18'	1145'	67-77	55-66	6-13	$335,000	$10,470	$1,090	No

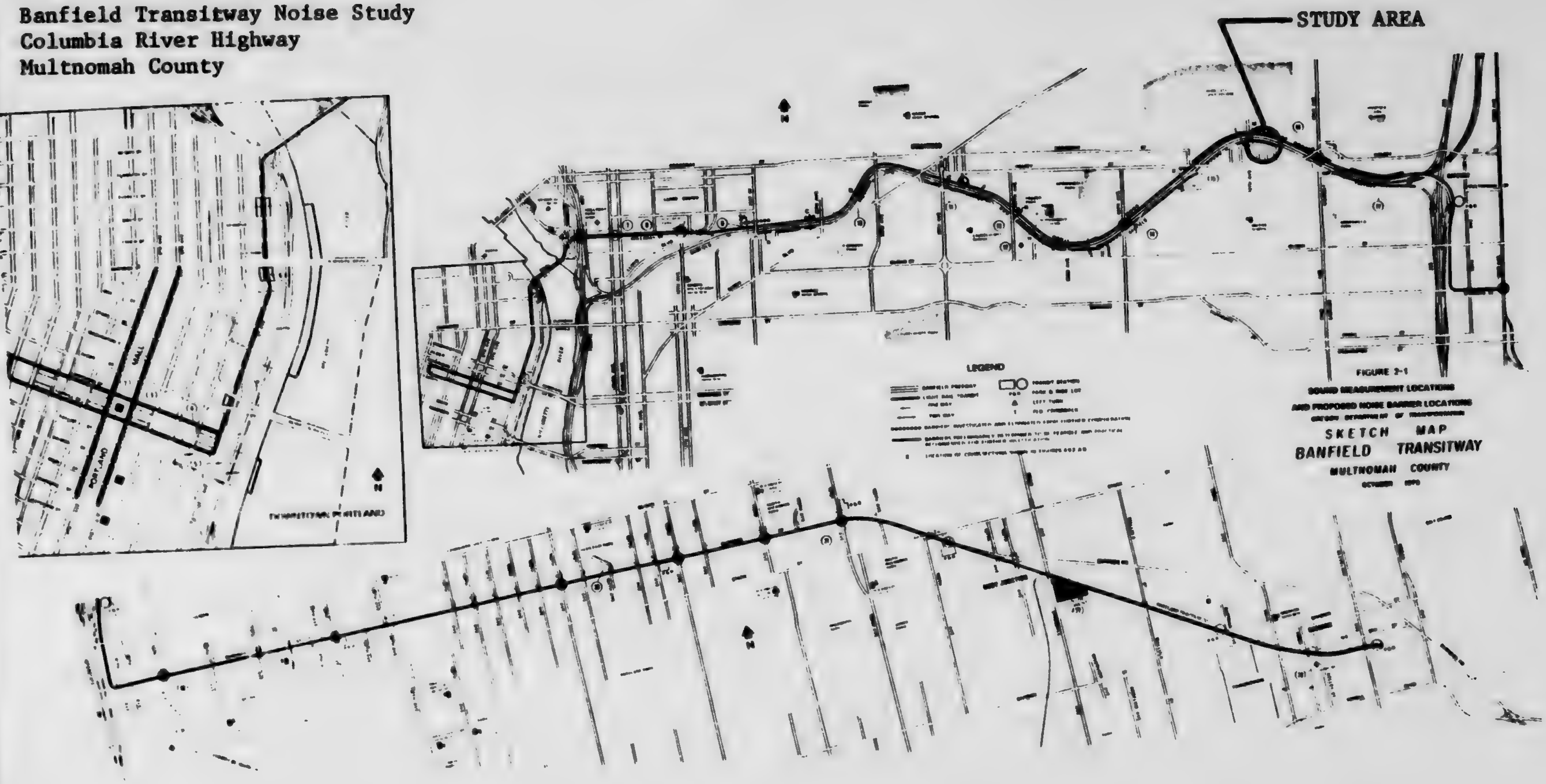
*Both type sound walls will be presented for design options. Several optional freestanding wall designs will also be allowed.

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

74th-78th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County


STUDY AREA
LEGEND
BANFIELD FREEWAY
LIGHT RAIL TRANSIT
ONE WAY
TWO WAY
TRANSIT STATION
PARK & RIDE LOT
LEFT TURN
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
MALL
PORTLAND
DOWNTOWN PORTLAND

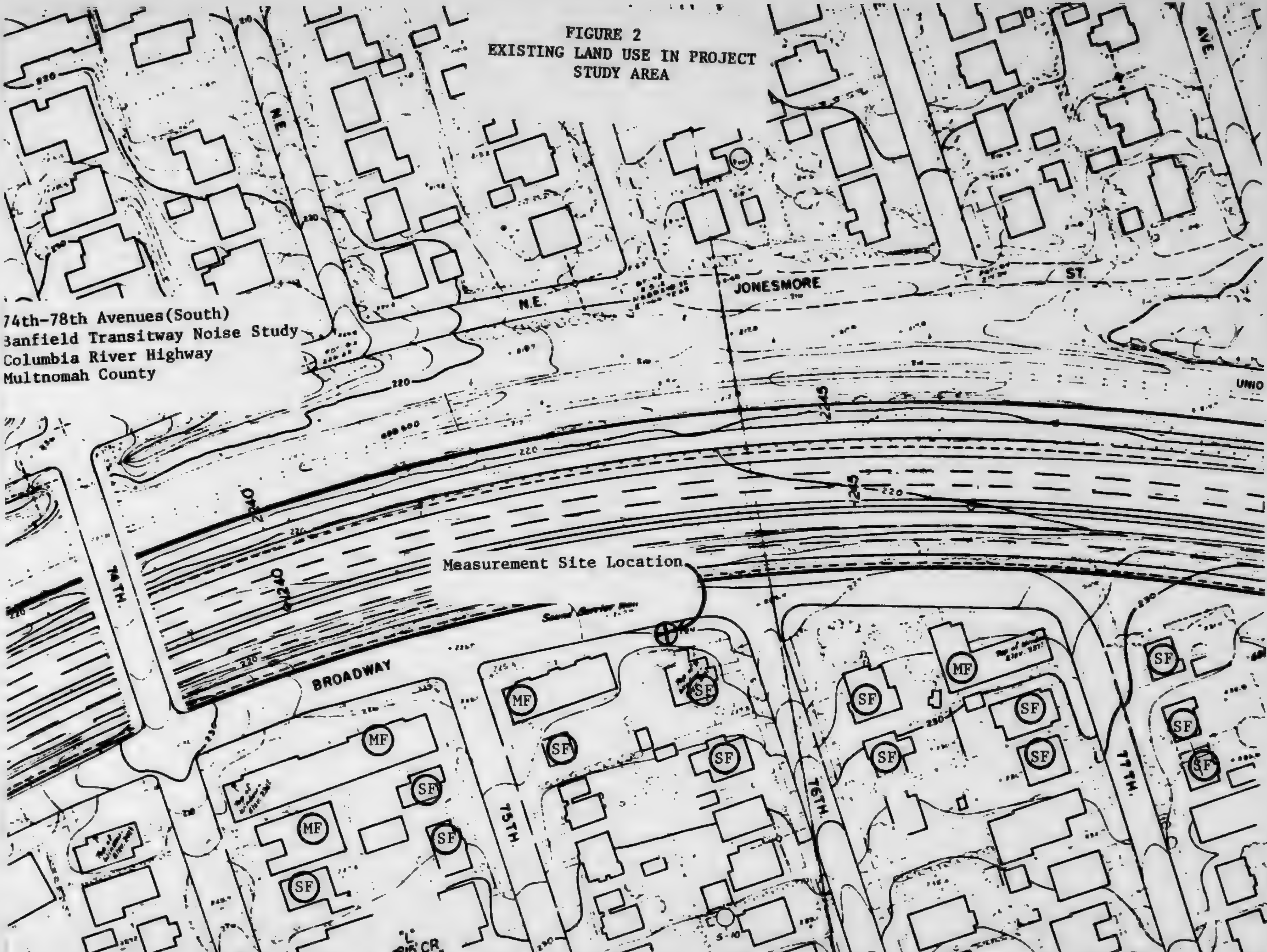
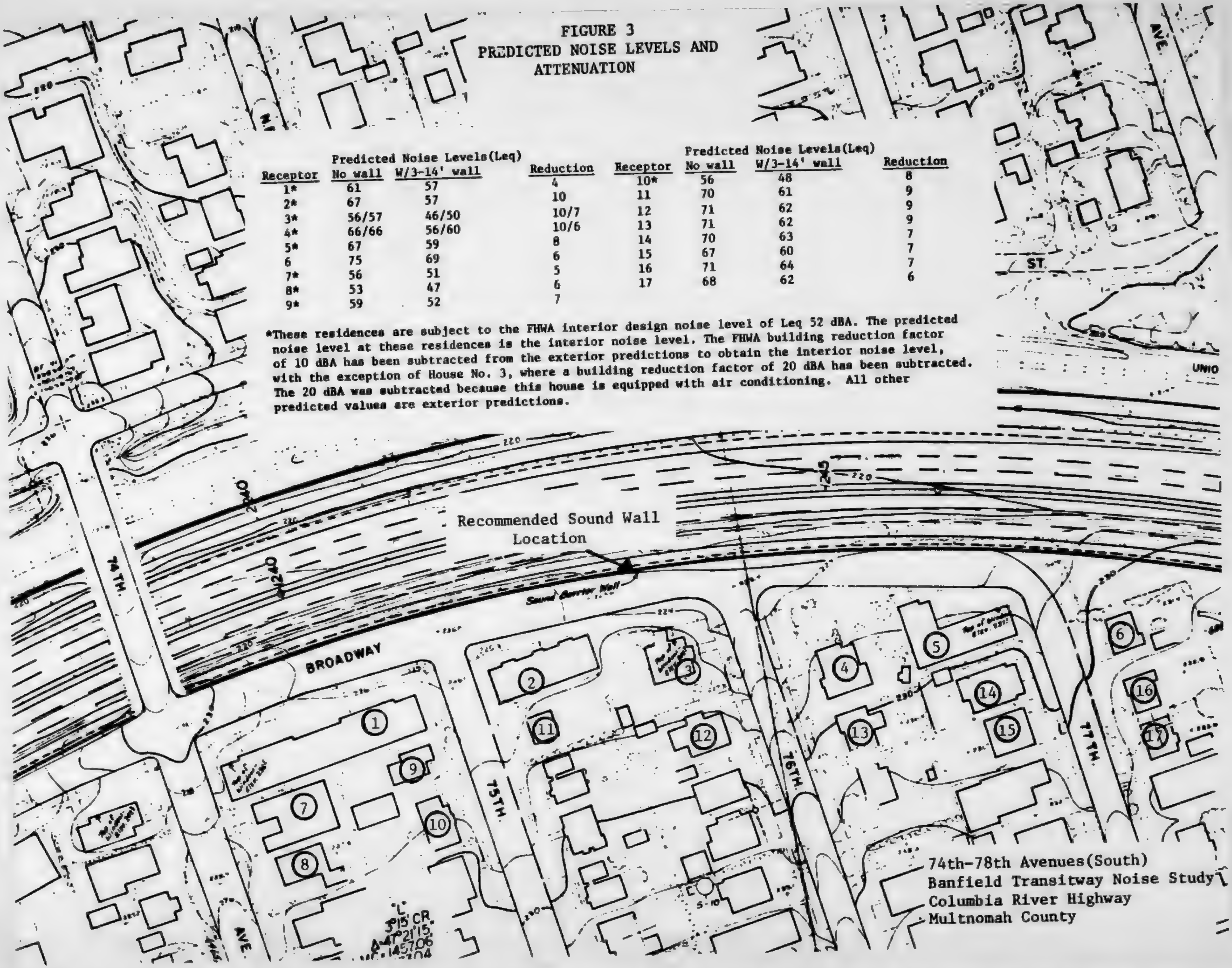

AVE.
N.E.
N.E.
JONESMORE
ST.
UNIO
74TH.
BROADWAY
75TH
76TH.
77TH.
AVE.
Measurement Site Location
Sound Barrier
220
230
240
245
SF
MF

FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA

74th-78th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

FIGURE 3
PREDICTED NOISE LEVELS AND ATTENUATION



Receptor	Predicted Noise Levels(Leq) No wall	Predicted Noise Levels(Leq) W/3-14' wall	Reduction	Receptor	Predicted Noise Levels(Leq) No wall	Predicted Noise Levels(Leq) W/3-14' wall	Reduction
1*	61	57	4	10*	56	48	8
2*	67	57	10	11	70	61	9
3*	56/57	46/50	10/7	12	71	62	9
4*	66/66	56/60	10/6	13	71	62	9
5*	67	59	8	14	70	63	7
6	75	69	6	15	67	60	7
7*	56	51	5	16	71	64	7
8*	53	47	6	17	68	62	6
9*	59	52	7				

*These residences are subject to the FHWA interior design noise level of Leq 52 dBA. The predicted noise level at these residences is the interior noise level. The FHWA building reduction factor of 10 dBA has been subtracted from the exterior predictions to obtain the interior noise level, with the exception of House No. 3, where a building reduction factor of 20 dBA has been subtracted. The 20 dBA was subtracted because this house is equipped with air conditioning. All other predicted values are exterior predictions.

Recommended Sound Wall Location

74th-78th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

AVE.
ST.
UNIO
220
210
240
1240
245
Sound Barrier Wall
74TH.
75TH.
76TH.
77TH.
BROADWAY
AVE.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
S-10
"L"
315 CR.
A-47°21'15"

FIGURE 4
RECOMMENDED NOISE BARRIER PROFILE
74th-78th Avenues (South)
Columbia River Highway
Multnomah County

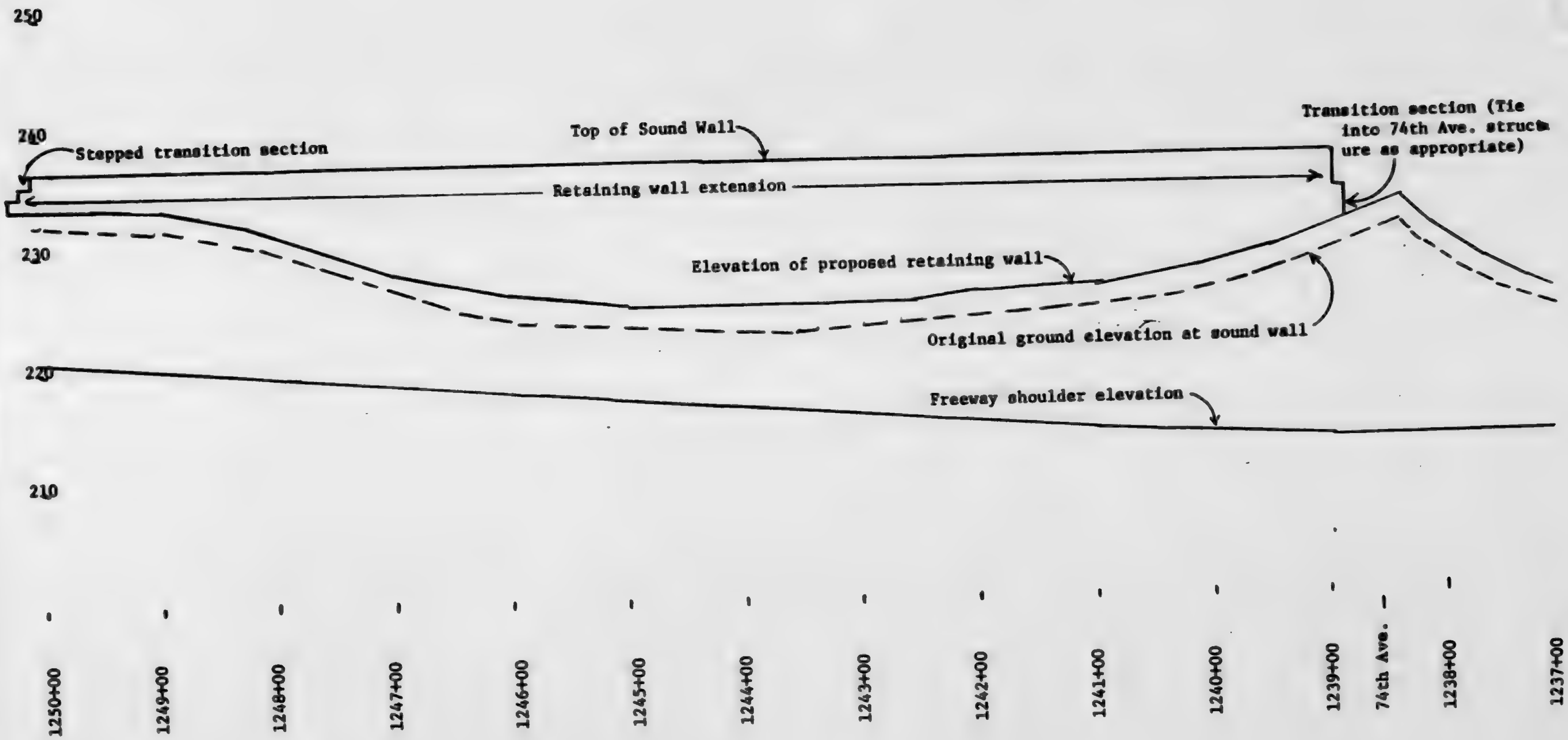
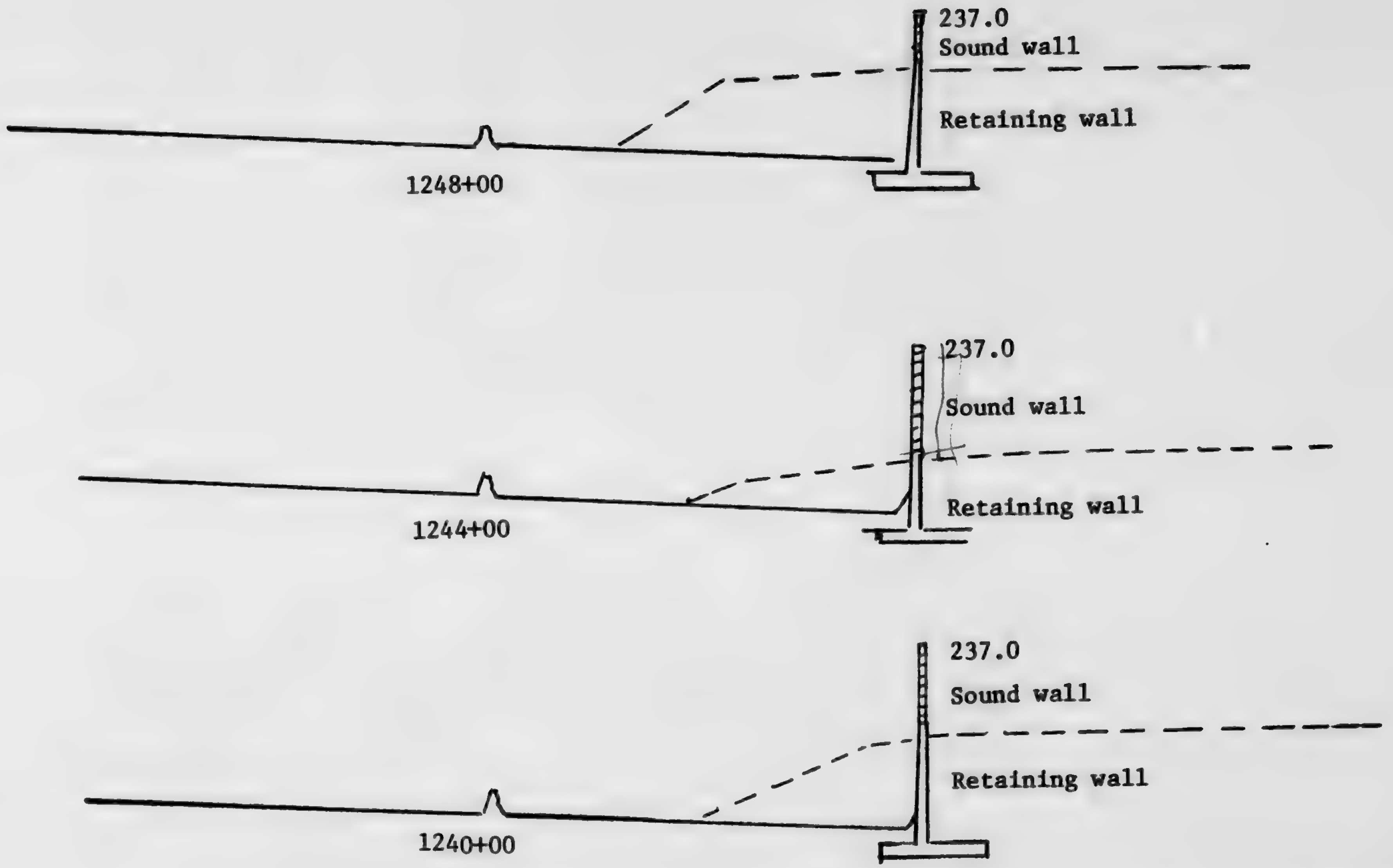


FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


237.0
Sound wall
Retaining wall
1248+00
237.0
Sound wall
Retaining wall
1244+00
237.0
Sound wall
Retaining wall
1240+00

Banfield Transitway Noise Study
74th-78th Avenues(South)
Columbia River Highway
Multnomah County

7594 5-82

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

72nd-74th Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

May, 1982

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN
SECTION

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TABLE OF CONTENTS

Page

SUMMARY 1

INTRODUCTION 3

PROJECT DESCRIPTION 3

TRAFFIC NOISE IMPACTS AND MITIGATION 4

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 6

MITIGATION OF CONSTRUCTION NOISE IMPACTS 6

LOCAL COORDINATION 6

LIST OF PREPARERS 7

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
72nd-74th Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 72nd-74th Avenue section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Fourteen residential structures (5 single-family, 9 multi-family) located along the subject section of the Banfield Transitway are predicted to exceed the FHWA interior design noise level (Leq 52 dBA). These residential structures contain 28 dwelling units. The predicted interior noise levels at the affected residential structures range from Leq 55-67 dBA (see Figure 3).

A sound wall, 2 to 14 feet high and 665 feet in length, is recommended for construction in this section to mitigate traffic noise levels at the 14 affected residential structures. This sound wall would reduce noise levels 6 to 10 dBA in the first floor interiors, and 5 to 10 dBA in the second floor interiors.

It is the recommendation of this report to construct the sound wall as a vertical extension of the proposed retaining wall in this area. However, since it is desired to obtain the least expensive sound wall possible, it is also recommended that a freestanding sound wall, constructed behind the proposed retaining wall, be considered as a design option. In order to retain aesthetic continuity between the sound walls and retaining walls on this project, should the freestanding sound wall option be selected, it is recommended that only one wall design be allowed throughout the contract area.

Estimated cost of the recommended sound wall is $170,000, with a cost per dBA reduction per dwelling unit of $720. This was the most cost effective of all the sound wall alternatives analyzed (see Table 4). The cost of this wall would be approximately $36,000 greater than the cost estimated in the Acoustics Technical Report.

Banfield Transitway Final Noise Study Report
72nd-74th Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report area are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 72nd-74th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 72nd-74th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system. The 72nd-74th Avenue section of the freeway will be in a cut section, supported by a retaining wall. The existing N.E. Broadway Street will be realigned slightly to accommodate the retaining wall.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 72nd and 74th Avenues, bordered by N.E. Broadway Street and the Banfield Freeway on the north, and by N.E. Halsey Street on the south (see Figure 2). Future (1990) interior noise levels at 14 residential structures (5 single-family, 9 multi-family) which contain 28 dwelling units, are predicted to exceed the FHWA interior design noise level of Leq 52 dBA. Predicted interior noise levels at the 14 residential structures range from Leq 55 dBA to Leq 67 dBA. Predicted noise contours in the Acoustics Technical Report (which show exterior noise levels) are assumed to be accurate. The Acoustics Technical Report states that 6 single-family and 8 multi-family structures in this section will be exposed to traffic noise which exceeds the design noise level, while actually there will be 5 single-family and 9 multi-family structures.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several

designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete sound wall recommended for construction in this roadway section would be 665 feet in length, and would vary in height from 2 to 14 feet. The sound wall would be constructed as a vertical extension of the proposed retaining wall for its entire length. The sound wall would begin at Station 1231+70 Rt. and extend eastward to Station 1238+35 Rt., where it would tie into the 74th Avenue structure. There would be stepped transition sections on both ends of the sound wall.

Since it is desired to obtain the least expensive sound wall possible, it is recommended that a freestanding wall also be included as a design option. However, to retain some aesthetic continuity, should a freestanding wall be less expensive to construct, it is recommended that only one wall design be allowed throughout the contract area.

The estimated cost of the recommended sound wall is $170,000, with a cost per dwelling unit of $6,100 and a cost per dBA reduction per dwelling unit of $720. A safety barrier on the Broadway Street side of the sound wall is not included in this cost. The Bridge design section will make the final decision on whether or not to include the safety barrier in the final design of the sound wall.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA interior design noise level is requested for Houses 1, 2, 4, 5, 8, 9, 10, 11, 12, and 13. The FHWA interior design noise level will still be exceeded at these houses when windows are open, even with the recommended mitigation. The justification for choosing a 2 to 14 foot high sound wall is that it provides substantial mitigation and it is the most cost effective sound wall of all the alternatives investigated. The interior design noise level of Leq 52 dBA will be achieved at 4 of the 14 affected structures with this wall.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 72nd-74th Avenue road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

During the field investigation, it was found that none of the residences in this section have exterior activity areas adjacent to the freeway. Subsequently, only interior design noise levels were considered. Interior noise levels were predicted for each floor of the affected residences. This was done by predicting the exterior noise level at the top of window height, and subtracting a building reduction factor of 10 dBA, which is the value recommended by FHWA for wood frame structures with windows open.

Eight of the affected structures are one-story and six are two-story. Four of the six two-story structures (Houses 2, 5, 8, and 9 in Figure 3) have only garages on the first story. Predicted interior noise levels at these houses were computed only at the top of the second story windows, because the second story represents the main living area of the house.

The construction of a noise barrier 10 feet in height and 670 feet in length was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation.

TRAFFIC

The traffic data used for noise predictions in the 72nd-74th Avenue road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 60th Avenue on-ramp - Halsey off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken at an apartment structure at the corner of N.E. Broadway and N.E. 73rd Avenues (see Figure 2). The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the front yard of the apartment structure at a height of 5 feet above ground, approximately 140 feet from the centerline of the existing Banfield Freeway.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to reduce traffic noise levels at the 14 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The 72nd-74th Avenue section is designed in a cut section, with the embankment on the south side of the freeway supported by a retaining wall. The retaining wall and the cut slopes offer some reduction in noise levels by shielding the eastbound lanes from the affected residences. Since the proposed vertical alignment already offers some noise reduction, no further changes in vertical alignment are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Sound walls are the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

Sound walls can be constructed from a variety of materials, including concrete, metal, and wood. On this project, concrete walls were considered the most practical, so only those walls were analyzed for cost and acoustic effectiveness. A metal wall will also be allowed as a design option, to see if this would reduce the cost further.

Concrete walls can be constructed with either concrete block, precast concrete or cast-in-place concrete. Construction costs are approximately the same for any of these types of wall. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 72nd-74th section, a concrete wall constructed as an extension to the proposed retaining wall was judged to be the most feasible type of noise barrier. The sound wall could only offer partial mitigation to the impacted residences described in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report. Full mitigation to all residences was judged unfeasible because walls of 25 to 30 feet high would be required just to achieve the FHWA interior design noise level of Leq 52 dBA on the first floor.

The alternatives studied are discussed in detailed below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

Alternative Heights to the Recommended Retaining Wall Extension Sound Wall

Two alternative height retaining wall extensions were analyzed for costs and acoustical effectivess in addition to the recommended sound wall. Sound wall heights two feet higher and four feet higher than the recommended sound wall were both analyzed.

It was found that the higher sound walls offered approximately 1 dBA additional reduction for every two foot increase in height. This small increase in attenuation was not considered to justify the added cost of the higher sound walls. The 4 to 16 foot high sound wall (which is two feet higher than the recommended sound wall) would cost $190,000, which is $20,000 more than the cost of the recommended sound wall. The estimated cost of the 6 to 18 foot high sound wall (which is four feet higher than the recommended sound wall) is $270,000, which is $100,000 more than the cost of the recommended sound wall. The interior design noise level would only be achieved at two more residences with the higher sound walls. Because the additional cost was judged to be excessive, when compared to the small additional noise reduction, the higher sound walls were not recommended.

Freestanding Sound Walls

Freestanding concrete sound walls, constructed in back of the proposed retaining wall, were also analyzed for construction in this roadway section. Freestanding sound wall heights of 2-14 feet, 4-16 feet, and 6-18 feet were all analyzed. The acoustic effectiveness of all these freestanding sound walls was the same as the corresponding height retaining wall extension sound walls. However, the freestanding sound wall alternative was not found to be as desirable as the retaining wall extension for reasons described below.

The first two concrete freestanding wall designs analyzed (the 2 to 14 foot high and the 4 to 16 foot high alternatives), were not as cost effective as the retaining wall extension designs of the same heights (see Table 4). The 6 to 18 foot high freestanding sound wall was more cost effective than the 6 to 18 foot high retaining wall extension, but the cost, $220,000, exceeded the cost of the most cost effective sound wall (2 to 14 foot high retaining wall extension), by $50,000. This cost difference was considered significant.

The Bridge Design section indicated that there are several construction options available for freestanding sound walls, and that more competitive bidding could occur, resulting in the freestanding sound walls being cheaper than the retaining wall extension. Therefore Bridge Design recommends the construction of a freestanding wall.

The alternative designs presently available for freestanding sound walls include cast-in-place concrete, split-face concrete block, precast concrete panels and pilasters, FANWALL (a hinge-type precast concrete barrier), DOUBLEWAL (a building block type precast wall), and ARMCO (a prefabricated metal barrier).

Any of these types of sound walls could be used on this project if offered as options in the contract. Each of these sound wall alternatives alone could be quite aesthetically pleasing. However, the placement of a different type of sound wall above and behind the retaining wall could be aesthetically undesirable. All the retaining walls adjacent to the highway will be finished with a Class 2 surface finish, which includes painting with a latex emulsion paint. Each of the sound walls previously mentioned, other than the cast-in-place option, would be quite different in surface texture and style from the retaining walls. The net effect would be one of contrast and nonuniformity.

The sound walls constructed as retaining wall extensions, on the other hand, would be aesthetically pleasing. These sound walls would be indistinguishable from the remainder of the retaining walls. This would result in an aesthetically pleasing concrete structure that would complement the urban setting of the freeway. In addition, Broadway Street could be approximately two feet wider if the freestanding sound wall was not constructed. For these reasons, primarily, the retaining wall extension is recommended rather than the freestanding wall design.

Since it is desired to obtain the least expensive sound wall possible, it is recommended that both a freestanding wall and a retaining wall extension be included in the design as options. However, to retain some aesthetic continuity, should a freestanding wall be less expensive to construct, it is recommended that only one wall design be allowed throughout the contract area.

Adding Additional Length to the West of the Recommended Sound Wall

In order to provide greater reduction to Houses 1 and 2 on Figure 3, an alternative sound wall extending 100 feet west (765 feet total length) of the recommended sound wall was analyzed. It was found that the longer sound wall would provide an additional 1 dBA reduction at House 1, and an additional 2 dBA reduction at House 2. The longer sound wall would not offer any additional reduction at any of the other residences. The small amount of additional noise reduction that would be offered by the longer sound wall was not considered to justify the additional $20,000 cost for a retaining wall extension design, or the additional $40,000 for a freestanding wall design. Therefore, extending the length of the recommended sound wall from 665 feet to 765 feet was not recommended.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
72nd-74th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (60th Ave. on-ramp - Halsey off-ramp)	1990	6100	520	53

TABLE 2

Banfield Transitway Noise Study
72nd-74th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.) Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	2-25-82 10:55 a.m.	68	71	140 ft. (Banfield)	3489	93	150	55

TABLE 3

Banfield Transitway Noise Study
72nd-74th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(2-14 Foot Wall)

Station	Elevation
1231+70 (Beginning of stepped transition section of retaining wall extension sound wall).	$229^{\underline{0}}$
1232+00 (End of stepped transition section-beginning of full height retaining wall extension sound wall).	$235^{\underline{0}}$
1235+00	$235^{\underline{0}}$
1238+00	$235^{\underline{0}}$
1238+25 (End of full height retaining wall extension sound wall - beginning of stepped transition section).	$235^{\underline{0}}$
1238+35 (End of stepped transition section - tie into 74 Ave. bridge end as appropriate).	$233^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
72nd-74th Avenues (South)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Wall Location	Height	Length	Exterior LEQ No Wall	Exterior LEQ with Wall	Reduction	Wall Cost	Cost per dwelling Unit	Cost per dBA Reduction per dwelling unit	Recommended
Retaining Wall Extension	1231+70 - 1238+35 Rt.	2-14'	665'	55-67	48-59	5-10	$170,000	$ 6,100	$720	Yes*
Freestanding Wall	1231+70 - 1238+35 Rt.	2-14'	665'	55-67	48-59	5-10	$180,000	$ 6,400	$760	Yes*
Retaining Wall Extension	1231+70 - 1238+35 Rt.	4-16'	665'	55-67	47-58	6-12	$190,000	$ 6,800	$750	No
Freestanding Wall	1231+70 - 1238+35 Rt.	4-16'	665'	55-67	47-58	6-12	$200,000	$ 7,100	$780	No
Retaining Wall Extension	1231+70 - 1238+35 Rt.	6-18'	665'	55-67	46-57	6-13	$270,000	$ 9,600	$900	No
Freestanding Wall	1231+70 - 1238+35 Rt.	6-18'	665'	55-67	46-57	6-13	$220,000	$ 7,900	$730	No
Retaining Wall Extension	1230+70 - 1238+35 Rt.	2-14'	765'	55-67	48-59	5-10	$190,000	$ 6,800	$790	No
Freestanding Wall	1230+70 - 1238+35 Rt.	2-14'	765'	55-67	48-59	5-10	$210,000	$ 7,500	$870	No

*Both type sound walls will be presented for design options. Several optional freestanding wall designs will also be allowed.

APPENDIX D

Figures

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

72nd-74th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
& Multnomah County

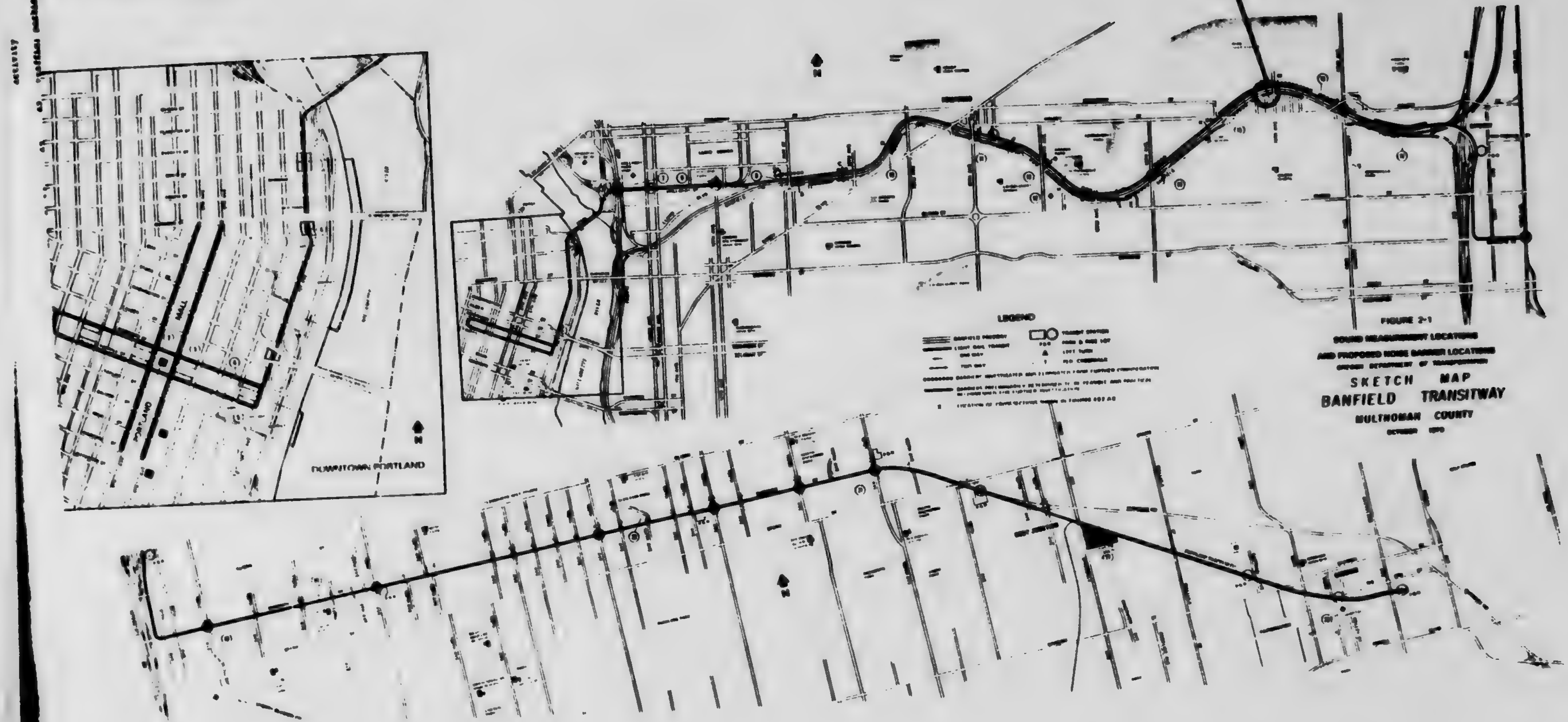
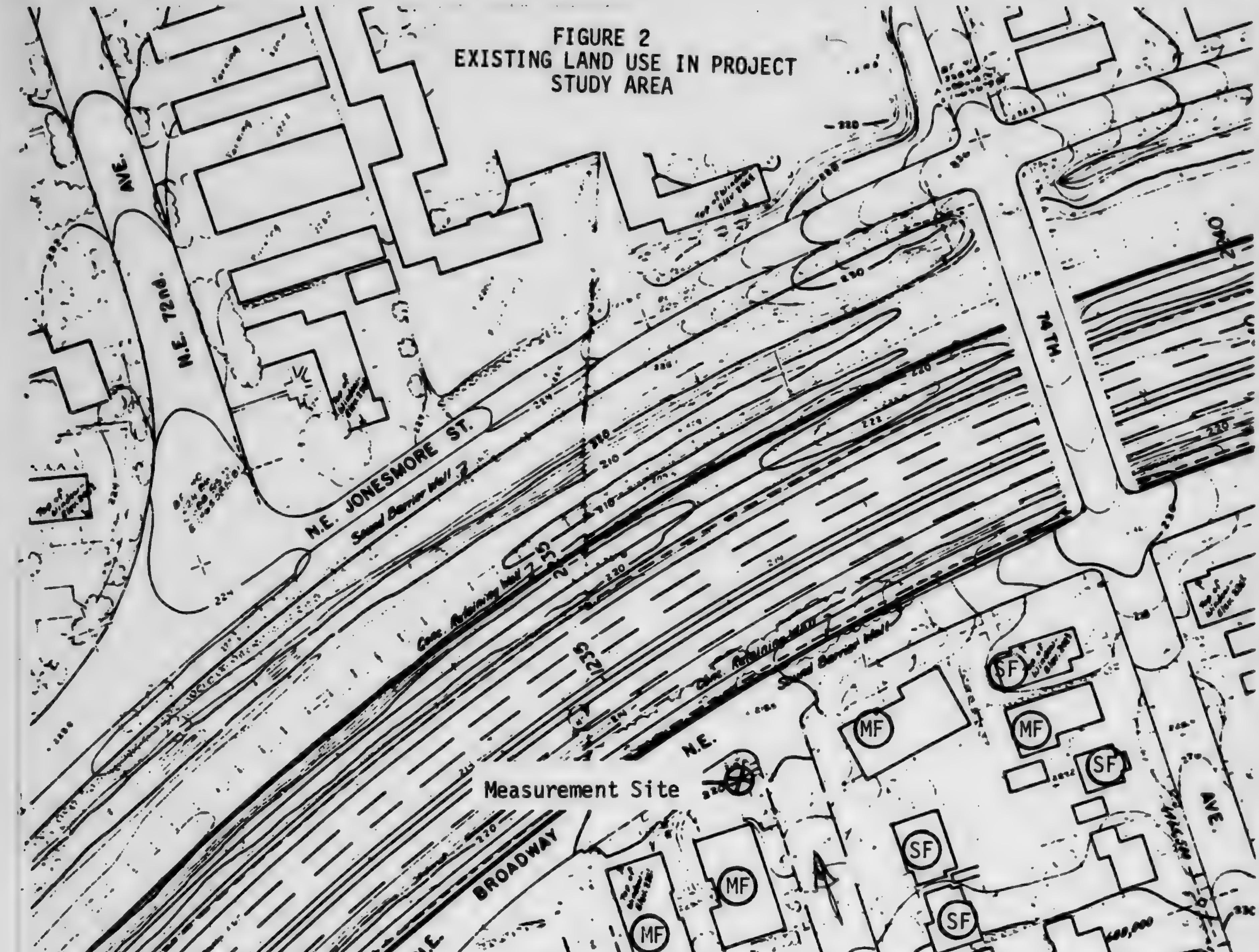

STUDY AREA
LEGEND
BANFIELD FREEWAY
LIGHT RAIL TRANSIT
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
MALL
DOWNTOWN PORTLAND

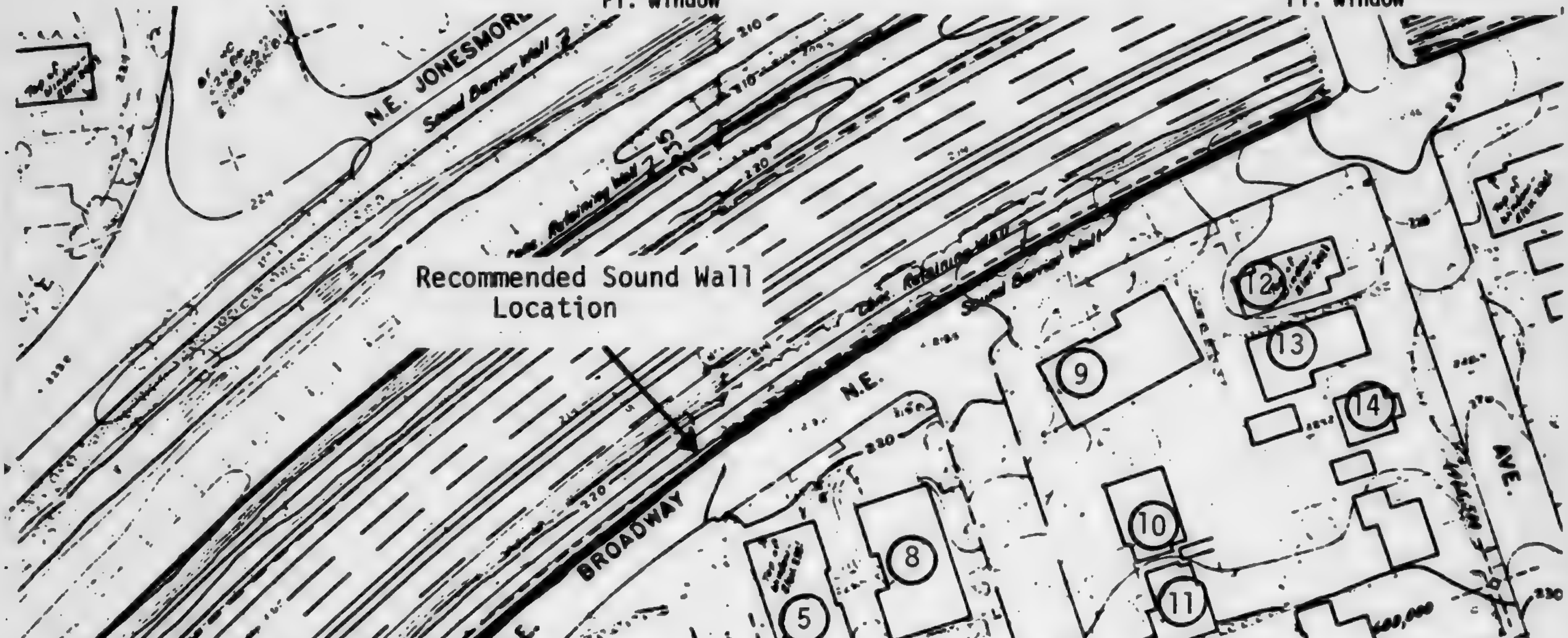
FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA


N.E. 72nd. AVE.
N.E. JONESMORE ST.
Sound Barrier Wall
Conc. Retaining Wall
Conc. Retaining Wall
Sound Barrier Wall
74TH
N.E. BROADWAY
Measurement Site
N.E.
MF
SF
AVE.
N.E.
73RD. AVE.
72nd.
220
230
235

72nd-74th Avenues(South)
Banfield Transitway Noise St.
Columbia River Highway
Multnomah County

FIGURE 3
PREDICTED NOISE LEVELS AND ATTENUATION

Receptor	Pred. Int. Noise Levels No wall	W/2-14' Wall	Reduction	Remarks	Receptor	Pred. Int. Noise Levels No wall	w/2-14' wall	Reduction	Remarks
1	65	56	9	Top of 1st Fl. Window	8	67	57	10	Top of 2nd Fl. window (gar. on 1st)
2	59	54	5	Top of 2nd Fl. window (gar. on 1st)	9	66	57	9	Top of 2nd Fl. window (gar. on 1st)
3	55	49	6	Top of 1st Fl. window	10	61/62	53/54	8/8	Top of 1st Fl. window/ Top of 2nd Fl. window
4	65	55	10	Top of 1st Fl. window	11	58/59	50/52	8/7	Top of 1st Fl. window/ Top of 2nd Fl. window
5	67	57	10	Top of 2nd Fl. window (gar. on 1st)	12	65	59	6	Top of 1st Fl. window
6	57	50	7	Top of 1st Fl. window	13	58	52	6	Top of 1st Fl. window
7	55	48	7	Top of 1st Fl. window	14	56	50	6	Top of 1st Fl. window


N.E. JONESMORE
Sound Barrier Wall
Retaining Wall
Recommended Sound Wall Location
N.E.
BROADWAY
N.E.
AVE.
NE
AVE.
72nd
73RD.
AVE.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
210
220
230

72nd -74th Avenues(South)
Banfield Transitway Noise Sty.
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED NOISE BARRIER PROFILE
72nd-74th Avenues(South)
Columbia River Highway
Multnomah County

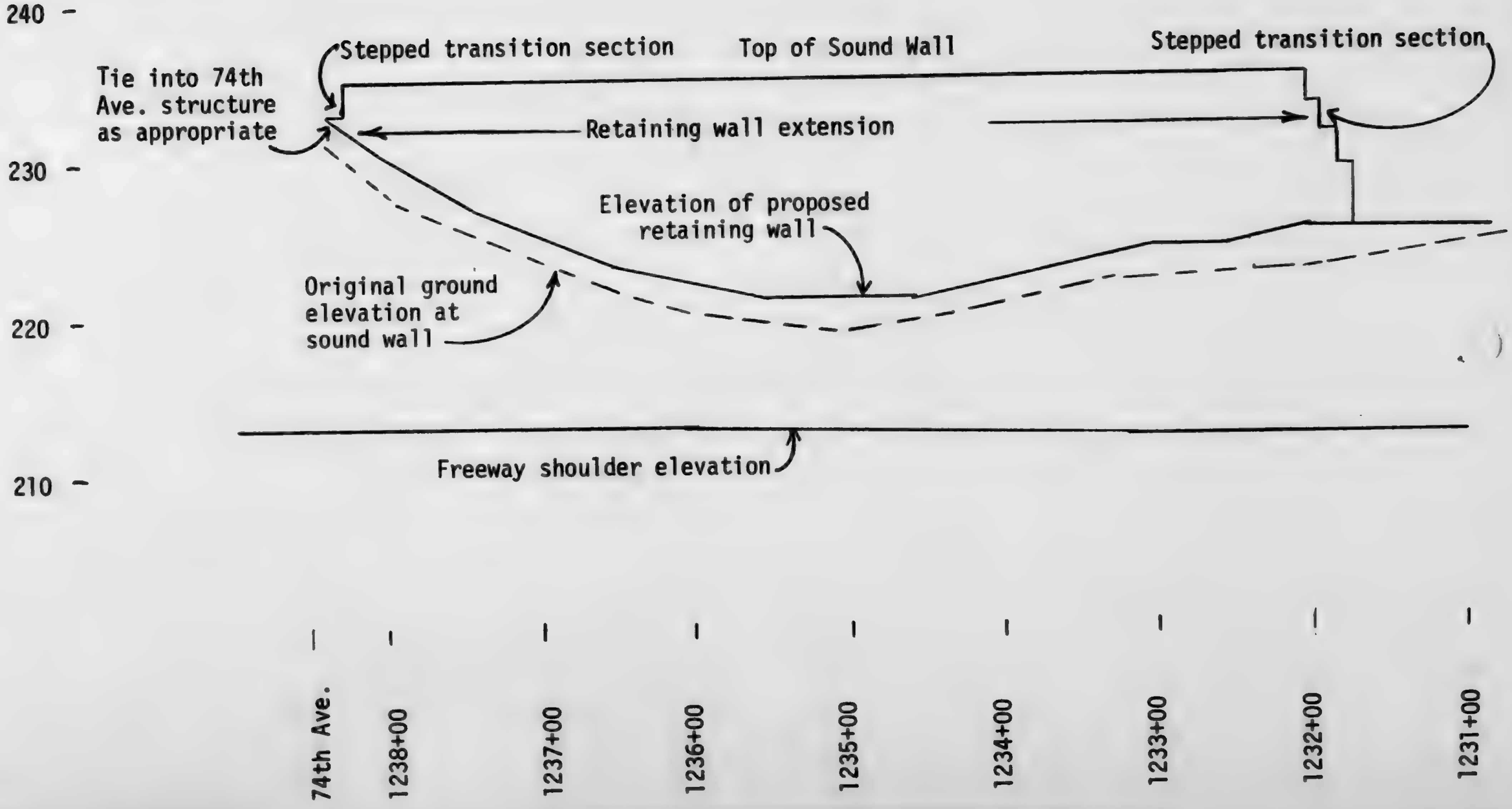
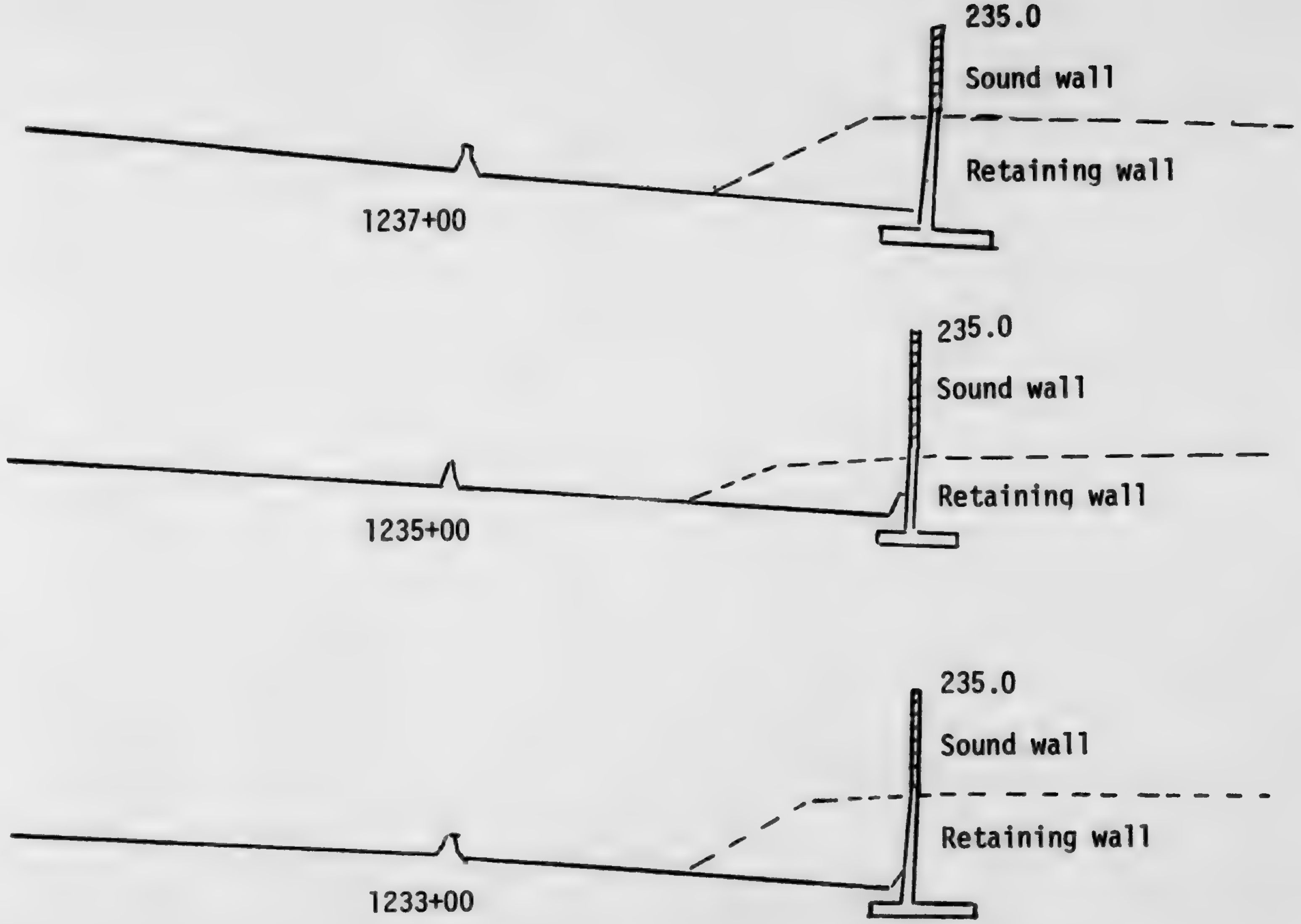

240
230
220
210
Tie into 74th Ave. structure as appropriate
Stepped transition section
Top of Sound Wall
Stepped transition section
Retaining wall extension
Elevation of proposed retaining wall
Original ground elevation at sound wall
Freeway shoulder elevation
74th Ave.
1238+00
1237+00
1236+00
1235+00
1234+00
1233+00
1232+00
1231+00

FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


235.0
Sound wall
Retaining wall
1237+00
235.0
Sound wall
Retaining wall
1235+00
235.0
Sound wall
Retaining wall
1233+00

Banfield Transitway Noise Study
72nd-74th Avenues(South)
Columbia River Highway
Multnomah County

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 30, 1982

In Reply Refer to
File No.:
DES 23
7029A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: NE Halsey Street Undercrossing at 67th Avenue
NE 39th Avenue - NE 87th Avenue Section
Columbia River Highway (I-84)
Multnomah County
BR 7029A

Enclosed are five reduced prints of Drawings 36802 and 36803 which are the preliminary plan and elevation and detour plan and elevation for this structure. The drawings have been revised to correct an error in the length of Span One, adding approximately 13 feet to that span and to the total length of the bridge. This increases the estimated cost of the bridge, including the detour structure, from $2,491,000 to $2,529,000.

Please use these prints instead of those submitted earlier.

ATB:jrb

Enclosures

cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 2
R. A. Sandmann /w/ 16

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MAY 3 '82
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

7344

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
74th Avenue Undercrossing (Banfield)
(Your DES 23, #7030A)

Date: April 29, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed Mr. Hart's memorandum of March 2, 1982, and the April 2 submittal on the 74th Avenue Undercrossing of the Banfield LRT and Railroad. The voided slab proposal is acceptable. Foundation requirements, while slightly conservative on the south end of the structure, are acceptable. The existing structure connection should be carefully detailed because it appears that this section might be continuous at the old bent.

It is assumed the removal of the old rail and the new replacement will be included over the railroad. A new bridge rail terminal extension to the City sidewalk section should be considered rather than a short flex beam extension.

We note on the old plans lighting was provided. It is assumed that the new bridge will include this provision.

The preliminary plans are approved.

Dale E. Wilken

cc:
OSHD (W J Hart, Br)

NOTED
E. S. HUNTER

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FOR
Info Inves R/D D/R Sign Act File

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APR 30 '82
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

9594

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
NE. 43rd Avenue (Your DES 23, #16553)
Off-Ramp, Overcrossing UPRR

Date: April 28, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

Mr. Wallace's letter of April 27, 1982, adequately answers the concerns we had in our letter of April 20.

The plans for the 43rd Avenue Overcrossing are approved as detailed in your January 11 submittal and Mr. Wallace's letter.

For
Dale E. Wilken

cc:
OSHD (W J Hart, Br)

NOTED
E. S. HUNTER

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APR 29 '82
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

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APR 29 '82
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-594

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16553

April 27, 1982

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 27 '82
REFER TO
FOR

Info	Inves	R/D	[illegible]	[illegible]	Apl	File

SUBJECT: 43rd Ave. Off-Ramp
Overcrossing UPRR
NE Union Ave.-60th Ave.
Columbia River Highway (I-84)
Multnomah County
Bridge 16553

Careful consideration has been given to the comments in your April 20, 1982 letter regarding the subject project.

We agree that reinforced earth walls (or similar types) shall be included as alternates in the bidding plans. This will be done if the wall suppliers are willing to furnish plans and specifications for inclusion in the project.

Economy of extending the north retaining walls vs shortening the superstructure was not a primary consideration. The location of the north end of the box girder structure (Sta. 1140+73) was controlled by an attempt to balance the five-span continuous series. Special design consideration was required for the northerly 110-foot long span due to its relative shortness adjacent to the 193-foot long span. Any further unbalancing of the series would be extremely difficult to handle structurally.

Tri-Met's requirement of a minimum of five feet below top of rail to the top of footings controls the Bent 5 footing elevation.

LLW:smd

~~cc E.~~ S. Hunter
D. H. Moehring
E. L. Hardt

Form 734-3122

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
NE. Halsey U'xing at 82nd Avenue

Date April 26, 1982

From: Division Administrator

Reply to Attn of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. Walter Hart, Bridge Engineer

We have reviewed the preliminary plans submitted by Mr. Hart's February 11 memorandum and the foundation report received April 9.

We are having difficulty understanding the connection at Bent 4 (end of old structure) from the information submitted. We assume a rigorous review will be made for this connection. It is not clear how the ramp structure will frame into the old bridge.

The bearing pressure of 4 tons per square yard appears adequate for the foundation. If more information were available for the ramp, additional refinements might allow higher bearing pressure in this area also.

Please note there are no railroad or LRT clearances in the submitted plans. These should be indicated.

On the 82nd Avenue structure the picket fence rail is shown for the old bridge. We feel you should replace this substandard rail.

Please proceed with the design.

J Hubbell
for Dale E. Wilken

to Hall for action 4/28

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REFER TO Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

orig to H2T

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FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
NE. 53rd Avenue Undercrossing
Bridge 7027A, Multnomah County

Date: April 22, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

Halsey @
82nd

To: Mr. H. A. Coulter, State Highway Engineer, ODOT
ATTN: MR. W. J. Hart, Bridge Engineer

Your preliminary plan submittal of February 11, 1982, for the 53rd Avenue Undercrossing has been reviewed and the plans are approved.

The following should be considered when finalizing the plans:

1. At Bent 5 (Bent 2 Foundation Report) the Foundation Report places the footing at Elevation 177. There could be questionable material at this elevation. Backfilling versus a column extension should be evaluated before the footing elevation is set.

2. The New Jersey type barrier on the freeway section approaches to Bents 5 and 6 should be high enough to provide a sheer wall protection between the columns for the vehicle that might be out of control because of the curve. (Note: Research reports indicate the New Jersey type barrier should have a minimum height of 32".)

NOTED
E. S. HUNTER

Please proceed with the plan preparation considering the above items.

For
Dale E. Wilken

cc:
OSHD (W J Hart, Br)

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APR 26 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
APR 26 '82
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 11, 1982

In Reply Refer to
File No.:
DES 23
7027A
7999C

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 12 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Agt	File

SUBJECT: 53rd Avenue Undercrossing
NE Halsey Street Undercrossing at 82nd Avenue
39th Avenue to 87th Avenue Section
Columbia River Highway (Interstate 84)
Multnomah County

Enclosed are five reduced prints of Drawings 36461, 36462, 35861, 36443, 36444 and 35867 which are the preliminary plan and elevations and vicinity maps for the 53rd Avenue and Halsey Street at 87th Avenue structures. Copies of the foundation reports will be forwarded when they become available.

These two structures in the Banfield Transitway project carry city street traffic across the Union Pacific Railroad, Light Rail trackway, and the rebuilt Banfield Freeway. Roadway geometry is established to provide for the above, while maintaining the existing city street widths. Relocation of the on ramp at Halsey is required to provide for the new Light Rail trackway. Parts of the existing structures are to remain in place.

Precast concrete members are used across the traffic areas while poured-in-place slabs are used on the ramp structure and some concrete T-beam construction is used immediately adjacent to existing T-beam members.

Estimated costs, based on approximate quantities and including an allowance for engineering and contingencies are $505,000 for the 53rd Avenue structure and $720,000 for the Halsey at 82nd Avenue structure. This includes removal of existing structures.

We request your approval of these preliminary structures.

JEB:jrb
Enclosures
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg/w/1
Metro /w/2
E. L. Hardt /w/ 1
R. A. Sandmann /w/16

Form 734-3122

9594

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
NE. 53rd Avenue Undercrossing
Bridge 7027A, Multnomah County

Date: April 22, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. A. Coulter, State Highway Engineer, ODOT
ATTN: MR. W. J. Hart, Bridge Engineer

Your preliminary plan submittal of February 11, 1982, for the 53rd Avenue Undercrossing has been reviewed and the plans are approved.

The following should be considered when finalizing the plans:

1. At Bent 5 (Bent 2 Foundation Report) the Foundation Report places the footing at Elevation 177. There could be questionable material at this elevation. Backfilling versus a column extension should be evaluated before the footing elevation is set.
2. The New Jersey type barrier on the freeway section approaches to Bents 5 and 6 should be high enough to provide a sheer wall protection between the columns for the vehicle that might be out of control because of the curve. (Note: Research reports indicate the New Jersey type barrier should have a minimum height of 32".)

NOTED
E. S. HUNTER

Please proceed with the plan preparation considering the above items.

For
Dale E. Wilken

cc:
OSHD (W J Hart, Br)

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TECHNICAL SERVICES
APR 26 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

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STATE HWY ENGR
APR 26 '82
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File
X

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 11, 1982

In Reply Refer to
File No.:
DES 23
7027A
7999C

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
FEB 1 2 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Agt	File

SUBJECT: 53rd Avenue Undercrossing
NE Halsey Street Undercrossing at 82nd Avenue
39th Avenue to 87th Avenue Section
Columbia River Highway (Interstate 84)
Multnomah County

Enclosed are five reduced prints of Drawings 36461, 36462, 35861, 36443, 36444 and 35867 which are the preliminary plan and elevations and vicinity maps for the 53rd Avenue and Halsey Street at 87th Avenue structures. Copies of the foundation reports will be forwarded when they become available.

These two structures in the Banfield Transitway project carry city street traffic across the Union Pacific Railroad, Light Rail trackway, and the rebuilt Banfield Freeway. Roadway geometry is established to provide for the above, while maintaining the existing city street widths. Relocation of the on ramp at Halsey is required to provide for the new Light Rail trackway. Parts of the existing structures are to remain in place.

Precast concrete members are used across the traffic areas while poured-in-place slabs are used on the ramp structure and some concrete T-beam construction is used immediately adjacent to existing T-beam members.

Estimated costs, based on approximate quantities and including an allowance for engineering and contingencies are $505,000 for the 53rd Avenue structure and $720,000 for the Halsey at 82nd Avenue structure. This includes removal of existing structures.

We request your approval of these preliminary structures.

JEB:jrb
Enclosures
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg/w/1
Metro /w/2
E. L. Hardt /w/ 1
R. A. Sandmann /w/16

Form 734-3122

I-84

Tony J. George, Coordinating Engr.
Environmental Section

April 20, 1982

A.D. Olson
Preliminary Design Engineer

1 ✓
2
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ROAD DESIGN SECTION
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Action

Noise Barrier Cost Estimates
60th-65th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County
26-1929-907-04P1

Cost estimates for the noise wall segments will be based on using a vertical extension of the proposed retaining wall along the Willow St. (60th Ave) on-ramp and on using a freestanding concrete shoulder wall for the remaining segments of the proposed noise wall.

The final design section is revising the Willow St. (60th Ave) on-ramp in order to accommodate the proposed noise walls. With their revision wall "A" will end and wall "B" will begin at approximately station 1200+50.

Noise wall cost estimates donnot include safety barrier on the highway side of the wall as concrete shoulder barrier has been included in the design for this section of the project.

Noise wall segment A-1: Constructing this revised 725 ft. long noise wall segment to the proposed top of barrier elevation will cost approximately $160,000 and includes safety barrier on the Willow St. side of the wall.

Noise wall segment A-2: This wall segment should begin at approximately station 1192+35 in order to avoid the turning radius from 60th Ave. to Willow St. This revision would not reduce the amount of noise mitigation as the top of the proposed retaining wall in this area is at approximately elevation 214°. Constructing this revised 815 ft. long noise wall segment to the proposed top of barrier elevation will cost approximately $220,000 and includes safety barrier on the Willow St. side of the wall.

Noise wall segment C-1: Constructing this noise wall segment to the top of barrier elevation as proposed will cost approximately $130,000 compared to $150,000 for wall segment C-2 or $190,000 for wall segment C-3. These walls are identical except for the increase in height. Costs include approximately 500 lineal ft. of safety barrier on the Willow St. side of the wall and a 30 foot stepped transition section at the east end.

REFERRED TO
Beard Staudenmeyer
Cole 2 Mann
Erikson 1 Watson
Hager Dorn Lau
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Noise wall segment B-1: Constructing this revised 550 ft. long noise wall segment to the proposed top of barrier elevation will cost approximately $170,000 compared to $190,000 for segment B-2 which is identical to segment B-1 except for the 2 ft. increase in height. Safety barrier is included on the Willow St. side of the wall.

ADO:kg

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg,
Road Design Engineer

DATE: April 7, 1982

FROM: A. J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
60th-65th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County

Please estimate costs and evaluate the engineering feasibility for the sound wall alternatives and segments listed in the table below. Sound wall segment A would be separate from segments B and C (see attached map for locations). Segment A is planned as a vertical extension to the proposed retaining wall along the Willow St. (60th Ave.) on-ramp. Segments B and C are portions of the same freestanding wall. A profile showing the different alternative heights for each segment is also attached.

Sound Wall Segment	Stations	Length	Height	Elevation (See Profile)
A-1	1193+25-1199+75 Rt.	650'	0-12'	210º
A-2	1192+25-1199+75 Rt.	750'	0-16'	214º
B-1	1199+75-1206+00 Rt.	625'	9-16'	214º
B-2	1199+75-1206+00 Rt.	625'	11-18'	216º
C-1	1206+00-1211+25 Rt.	525'	7-9'	214º
C-2	1206+00-1211+25 Rt.	525'	9-11'	216º
C-3	1206+00-1211+25 Rt.	525'	13-15'	220º

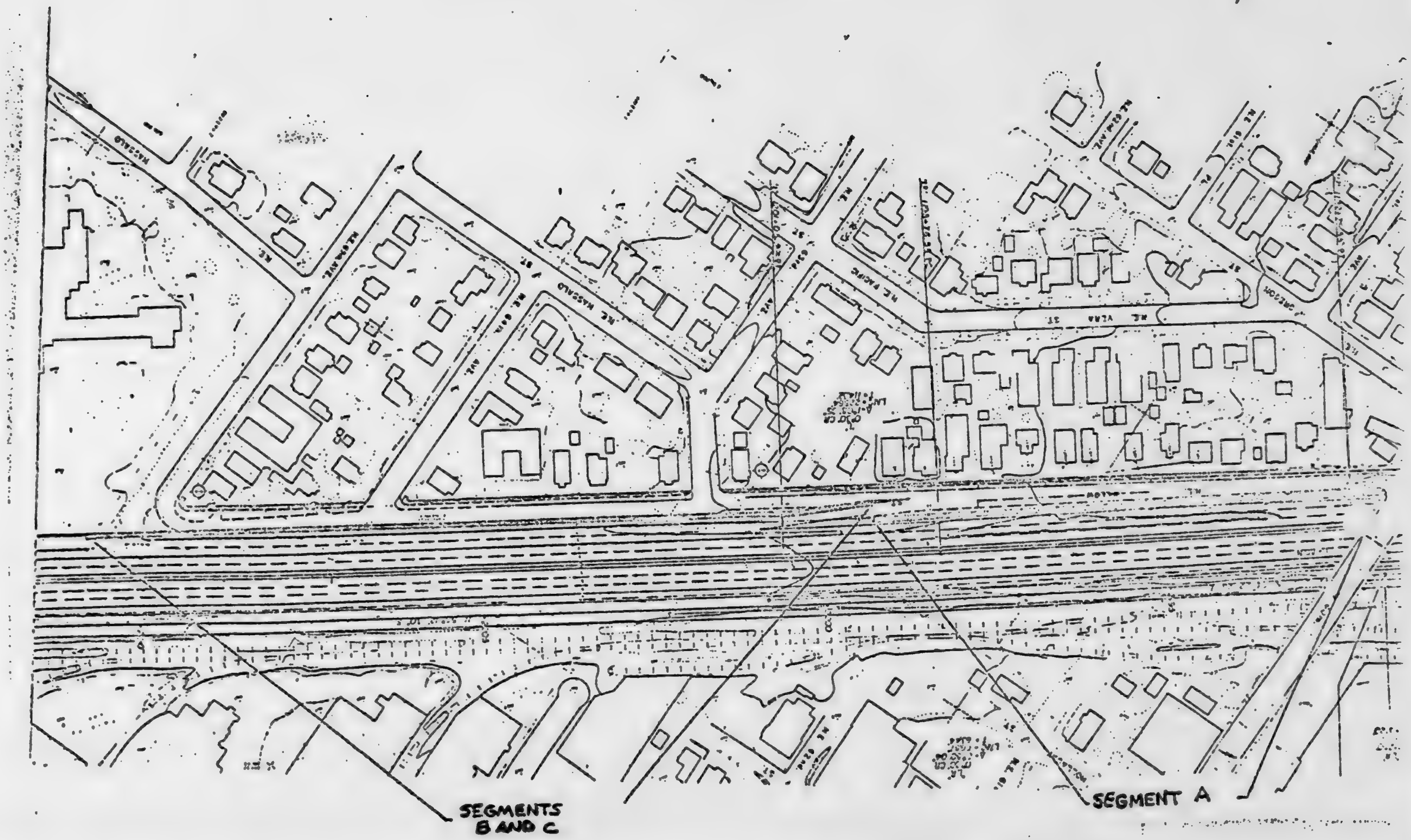
The above stationing does not include a stepped transition section on the east end, which would vary depending on which height alternative is chosen. Please estimate costs with a 30 foot stepped transition section on the east end.

There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Jerry Morrison, Tim Thex, or myself if there are any questions.

AJG:TT:ln

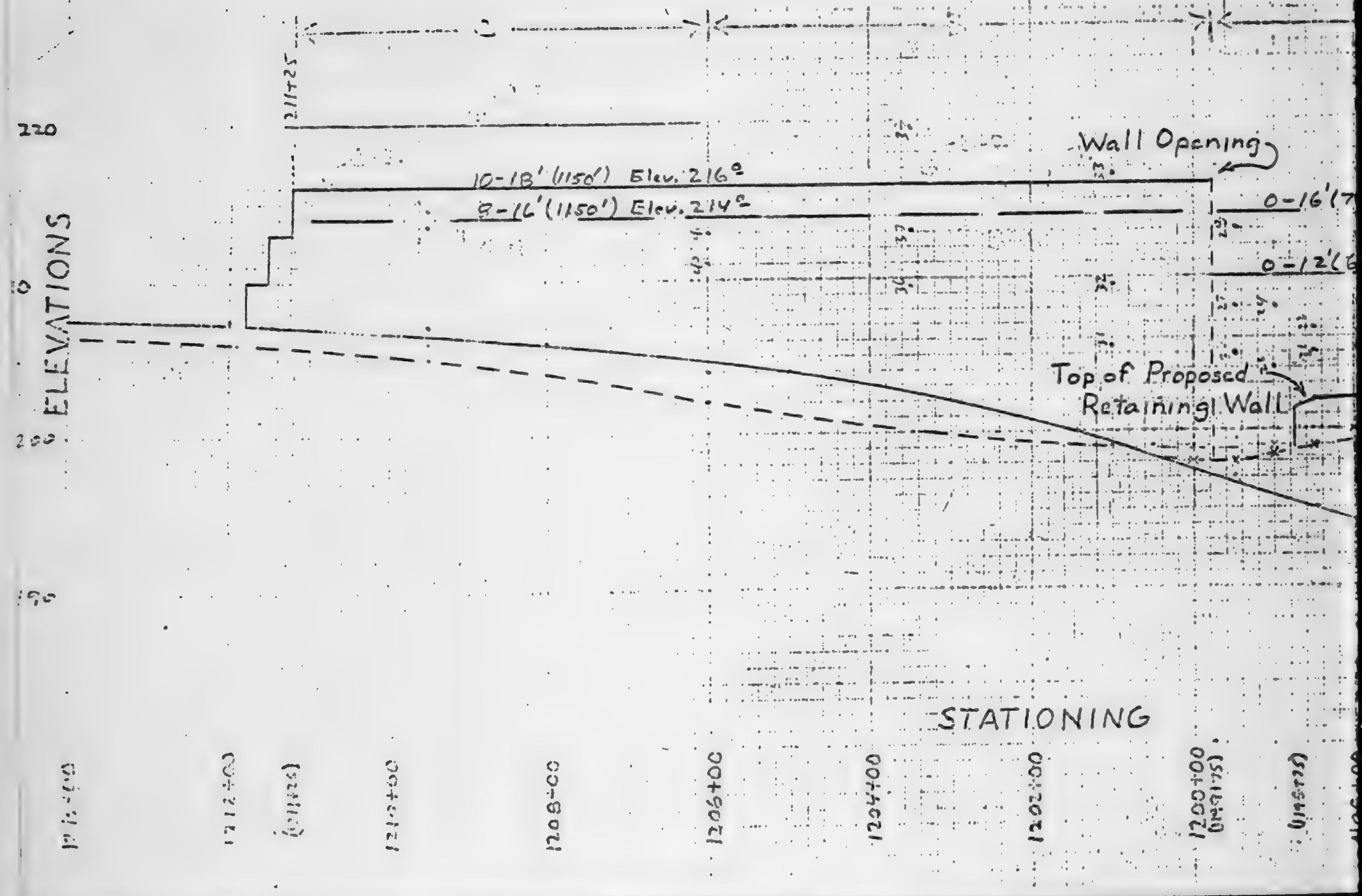
Attach

60th-65th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County


N
NE HASSALO ST
NE 64th AVE
NE 63rd AVE
NE PACIFIC ST
NE VERA ST
NE OREGON ST
NE 61st PL
NE 62nd AVE
SEGMENTS B AND C
SEGMENT A

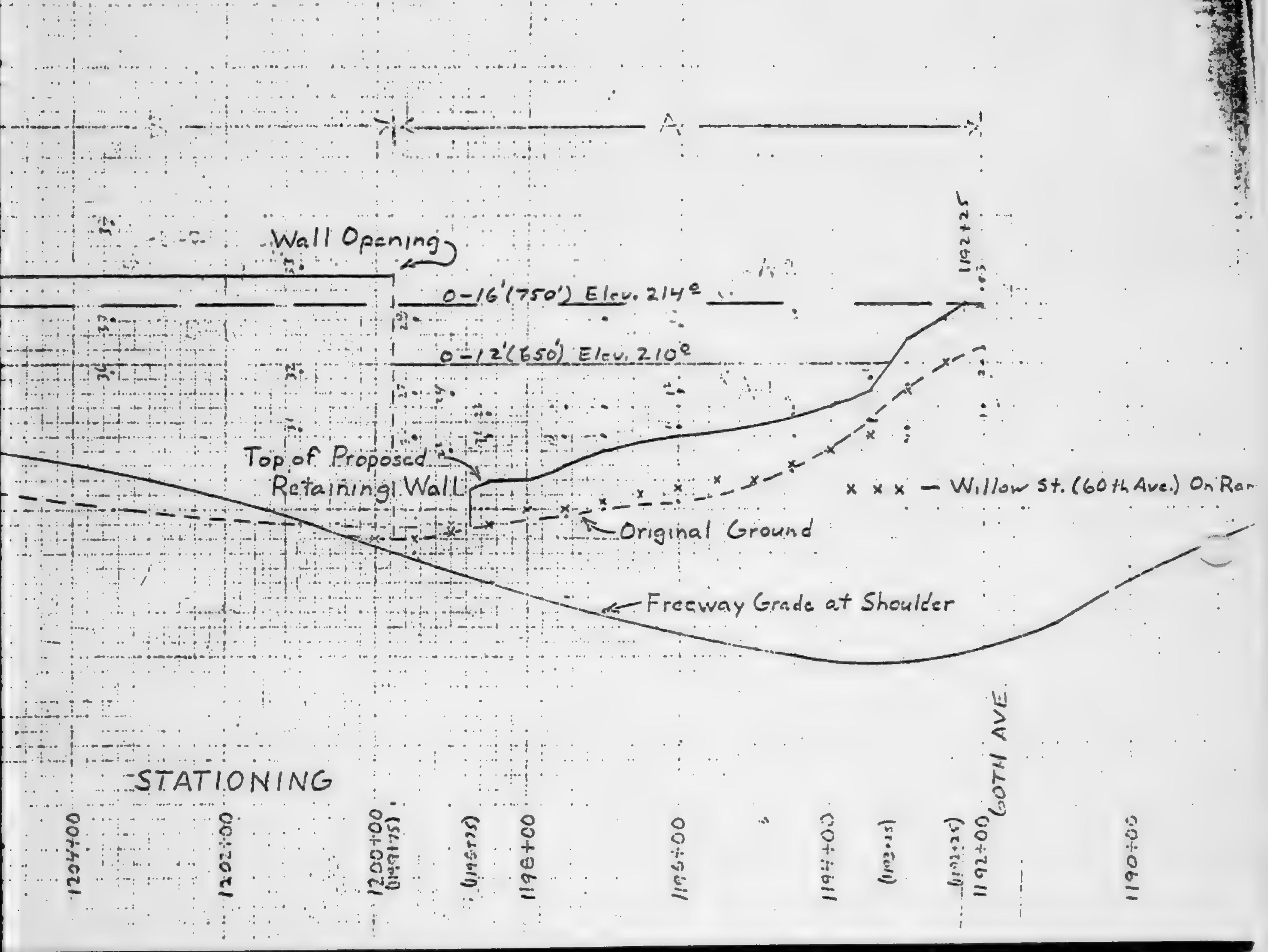
Banfield Transitway
60 th - 65 th Avenues
Columbia River Highway

PROFILE OF BARRIER


2
211+25
220
ELEVATIONS
210
200
190
Wall Opening
10-18' (1150') Elev. 216±
8-16' (1150') Elev. 214±
0-16'(7
0-12'(6
Top of Proposed Retaining Wall
STATIONING
1212+00
(1211+25)
1210+00
1208+00
1206+00
1204+00
1202+00
1200+00
(1199+75)
(1198+25)

Banfield Transitway
60 th - 65 th Avenues
Columbia River Highway

PROFILE OF BARRIER


A
Wall Opening
1192+25
0-16'(750') Elev. 214º
0-12'(650') Elev. 210º
Top of Proposed Retaining Wall
× × × – Willow St. (60th Ave.) On Ran
Original Ground
Freeway Grade at Shoulder
STATIONING
1204+00
1202+00
1200+00
1198+00
1196+00
1194+00
1192+00
60TH AVE
1190+00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 15, 1982

In Reply Refer to
File No.:
DES 23
7029A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: [illegible]

Walter J. Hart, P.E.
Bridge Engineer

E. S. [illegible]

SUBJECT: NE Halsey Street Undercrossing at 67th Avenue
NE 39th Avenue-NE 87th Avenue Section
Columbia River Highway (I-84)
Multnomah County
BR 7029A

Enclosed are five reduced prints of Drawings 36802, 36803 and 35865 which are the preliminary plan and elevation, detour layout and vicinity map for the Halsey at 67th Avenue structure. The foundation report will be forwarded when it becomes available.

This structure carries Halsey Street traffic across the Union Pacific Railroad, Light Rail trackway and the reconstructed Banfield Freeway. Roadway widths and sidewalks on the structure match the existing street section. Span lengths and bent locations are established to provide for the RR, LRT and Banfield requirements. The existing north abutment will be incorporated in the new structure. The remainder of the existing structure will be removed and replaced. A detour structure is required for Halsey Street traffic during construction.

Precast concrete box beams were investigated, but with the large skew angle of the structure, other alternatives were sought. Some additional vertical clearance is available at this crossing allowing development of a modified section precast integral deck Bulb-T beam. This should alleviate some of the problems with large skew angles affecting precast members and still allow erection over traffic. No falsework or deck pours are required over traffic or the railroad.

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The estimated costs based on approximate quantities and including an allowance for engineering and contingencies is $2,491,000 for the proposed structure including removal of existing structure and detour structure.

We request your approval of this preliminary submittal.

JEB:jrb

Enclosures

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 2
R. A. Sandmann /w/ 16 plus 1 construction sequence

9594

6

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)LRT
NE. 47th Avenue Undercrossing
Bridge No. 7024A

Date: April 13, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer, OSHD

Mr. Hart's memorandum of March 17, 1982, on the above project answers the questions we addressed in our March 12 memorandum.

The structure is approved as explained. Please proceed.

For/ Dale E. Wilken

cc:
OSHD (W J Hart, Br)

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FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

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FOR
Info Inves R/D D/R Sign Act File

Original to
4/19/82

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GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
7024A

In Reply Refer to
File No.:

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

March 17, 1982

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: N.E. 47th Ave. Undercrossing 7024A
N.E. 39th Ave.-N.E. 87th Ave. Section
Columbia River Highway I-84
Multnomah County

NOTED
E. S. HUNTER

Your letter of March 12, 1982 regarding the 47th Avenue structure requests consideration of Type III precast beams as design alternates to the precast box beams submitted for approval. In evaluating this consideration we have the following comments:

1. Type III beams will not span the 106' necessary for Span 3. We do not want to mix Type III beams for Spans 1, 2 and 4 with a precast box at Span 3.

2. A deeper precast beam Type IV or V would be required for Span 3, and there is not enough vertical clearance nor could the grade lines be adjusted enough to provide the required clearance without considerable cost.

3. Precast beams requiring a poured deck would require longer construction time and hence traffic on the detour for a longer time. This also is more difficult work over traffic as compared to setting box beams and paving the wearing surface.

4. An approximate cost comparison for the two types of superstructure indicates the box beam construction to be slightly less expensive ($20,000) than the precast beam poured-in-place deck construction.

The guardrail shown at the south end of the structure is to be extended 25 feet at the southeast corner, and will turn and follow a proposed access road at the southwest corner of the structure.

MAR 18 1982

Form 734-3122

Attached are completed Foundation Drawings showing additional borings. We do not anticipate making a plate load test.

~~cc E. S.~~ Hunter
D. H. Moehring

[illegible] I-84

ROAD DESIGN SECTION DES 16

Tony J. George, Coordinating Engineer
Environmental Section

March 25, 1982

AD Olson

A. D. Olson
Preliminary Design Engineer

1 Versteeg ✓
2 Anderson
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MAR 25 1982
ROAD DESIGN SECTION

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Noise Barrier Cost Estimate
74th-78th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County
Prefix 26-1929-907-04P1

There appears to be two feasible alternates for constructing the proposed noise walls in this area. One alternate would be to increase the height of the proposed retaining wall and the other would be to construct a freestanding wall directly behind the retaining wall.

The estimated costs for the freestanding walls are slightly higher than the retaining wall alternate; however, the Bridge Design Section would prefer to use the freestanding walls. They feel this alternate increases their construction options and that there will be more competitive bidding on this type of noise wall which may result in the most cost-effective noise wall.

The Final Design Section is incorporating the freestanding wall into the design for this section of the project.

The west end of the proposed noise walls would need to begin at Station 1238+95 Rt., or approximately 8 feet from the 74th Avenue structure, in order to provide adequate sight distance for safe access to 74th Avenue from N.E. Broadway.

Noise wall cost estimates will be based on using concrete type walls with approximately 800 lineal feet of concrete safety barrier. The safety barrier begins at the 74th Avenue structure and ends at approximately Station 1246+90 Rt. Cost estimates also include a 30-foot stepped transition section at the east end of the proposed noise walls.

Barrier No. 1:

Constructing this noise wall to the top of barrier elevation as proposed would cost approximately $260,000 for the retaining wall alternate, compared to $270,000 for the freestanding wall.

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Erikson
1 Watson JW
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BY FINAL DESIGN ENGINEER

Barrier No. 2:

This noise wall is identical to Wall No. 1 except for a 4-foot increase in height. This wall would cost approximately $340,000 for the retaining wall alternate compared to $350,000 for the freestanding wall.

This would be a Type 1-A project.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: March 8, 1982

FROM: A. J. George, Coordinating Engineer
Tony
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
74th-78th Avenues(South)
Banfield Transitway
Columbia River Highway
Multnomah County

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ROAD DESIGN
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Please estimate costs and evaluate the engineering feasibility for the two noise barrier alternatives listed below. Barrier alternatives 1 and 2 would be the same length, 1105 feet, varying only in height. Barriers are proposed as vertical extensions of the planned retaining walls. The location and profile of the barriers are attached. The top of barrier elevations are also shown on the attached profile. The barrier should be designed to tie into the 74th Avenue structure on the west end.

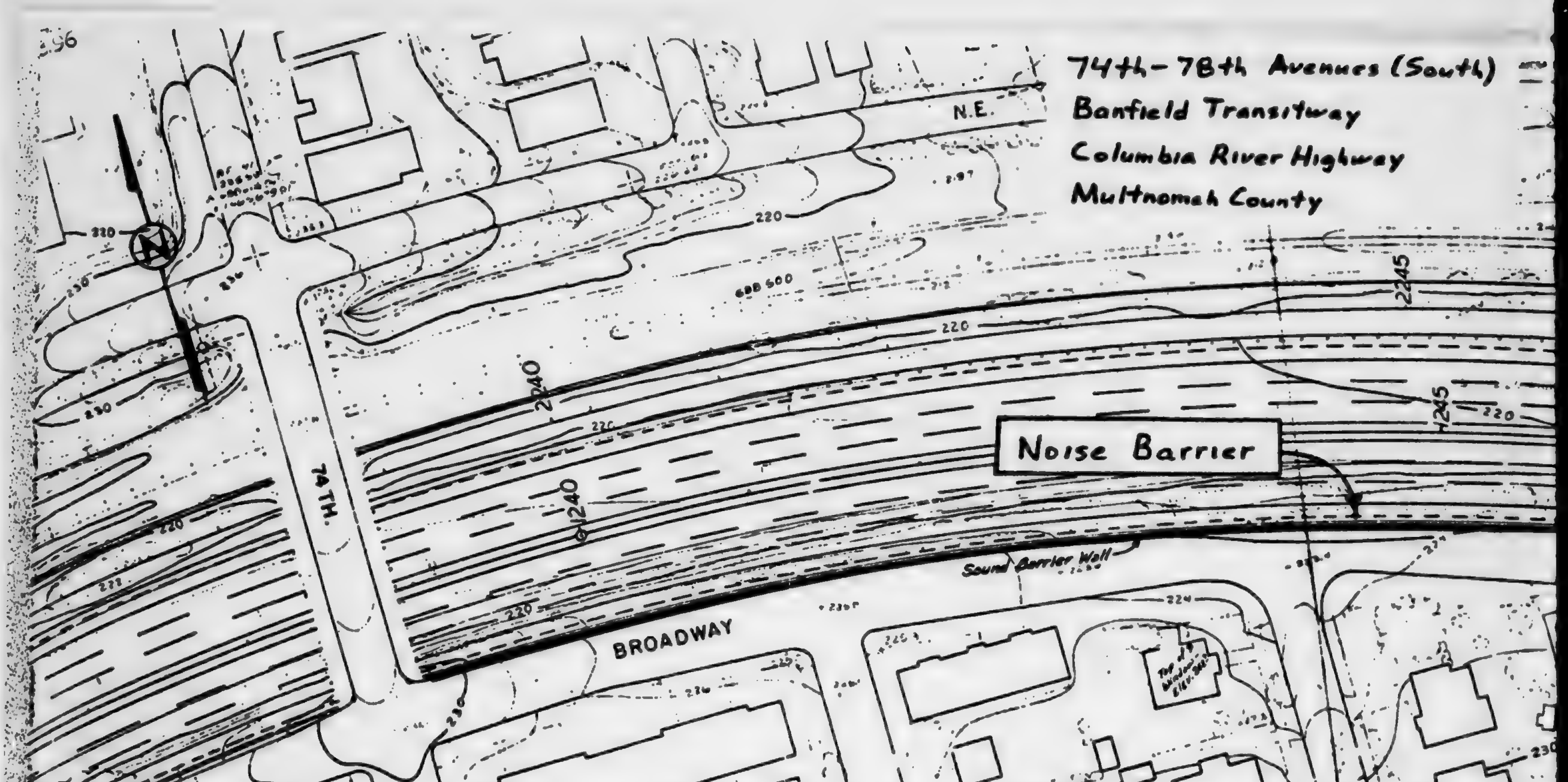
Barrier	Station*	Length	Height	Elevations (see profile)
1	1238+95-1250+00 Rt.	1105'	3-14'	237º
2	1238+95-1250+00 Rt.	1105'	7-18'	241º

*Stationing does not include stepped transition section on east end, which would vary depending on which height alternative is chosen.

There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Jerry Morrison, Tim Thex, or myself if there are any questions.

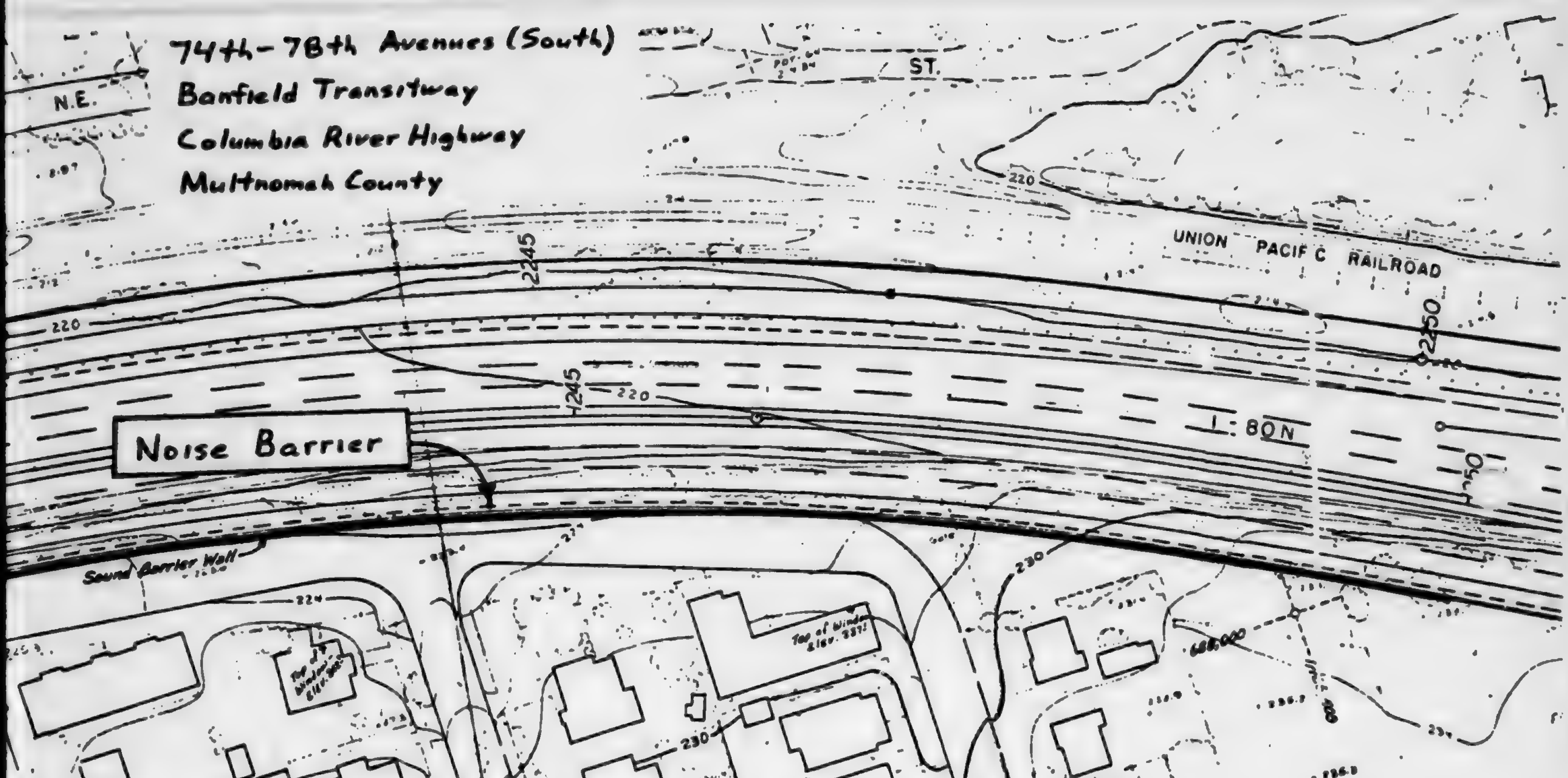
AJG:JM:ln

Attachment



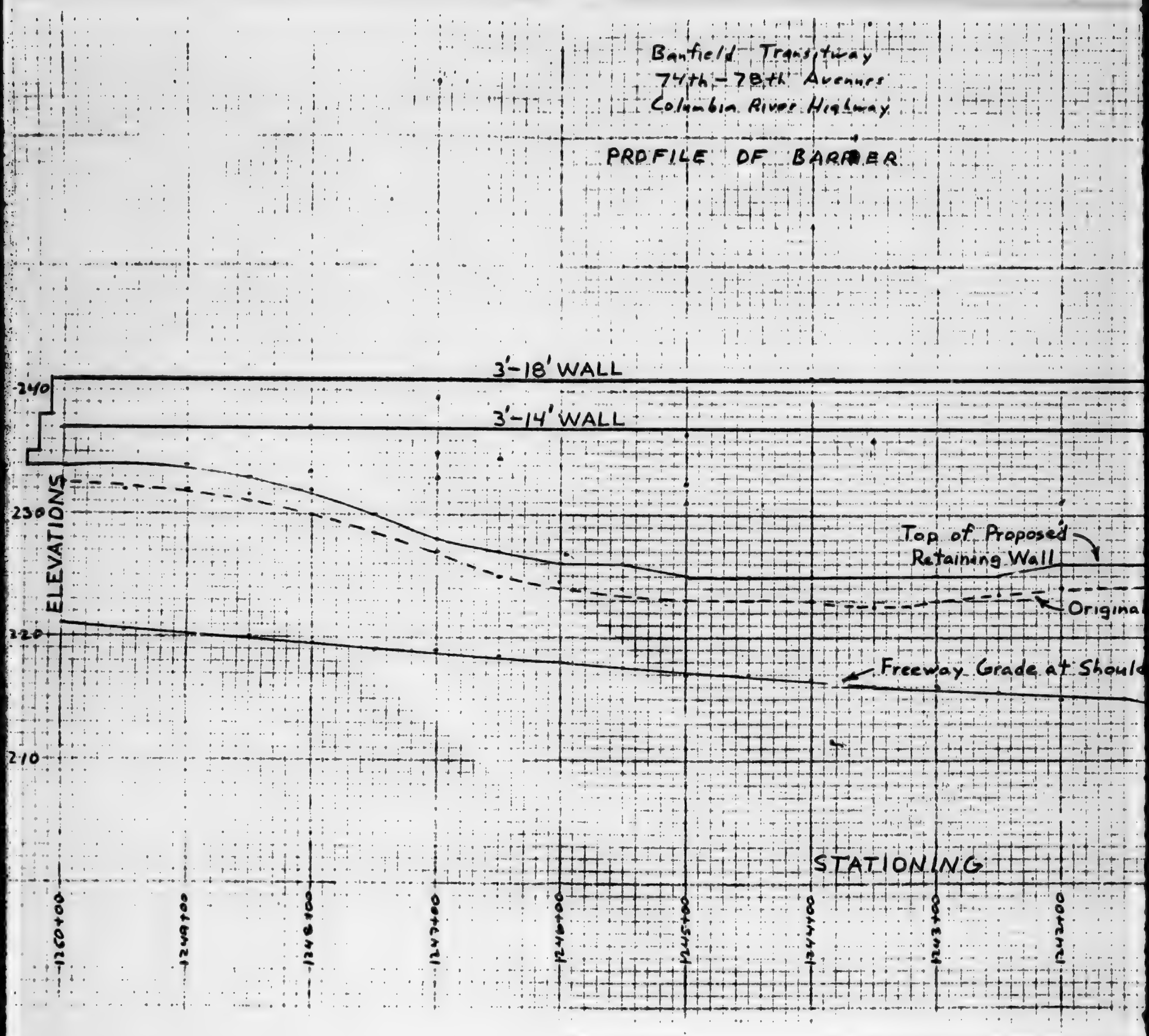
74th-78th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County

196
N.E.
Noise Barrier
Sound Barrier Wall
Barrier Wall
BROADWAY
74TH.
AVE.
75TH.
76TH.
AVE.
NE
"L"
3°15' CR.
Δ 47°21'15"
LMC=1457.06
TS=773.04
2240
2245
1240
220
230
240
680,500
680,000



74th-78th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County

Noise Barrier
Sound Barrier Wall
N.E.
ST.
UNION PACIFIC RAILROAD
I-80N
2245
2250
220
224
230
240
75TH.
76TH
AVE.
77TH.
AVE.
"L"
SP-575'
a-0.6
S-9°20'33"
S-10
Top of Window Elev. 237
Paved Parking

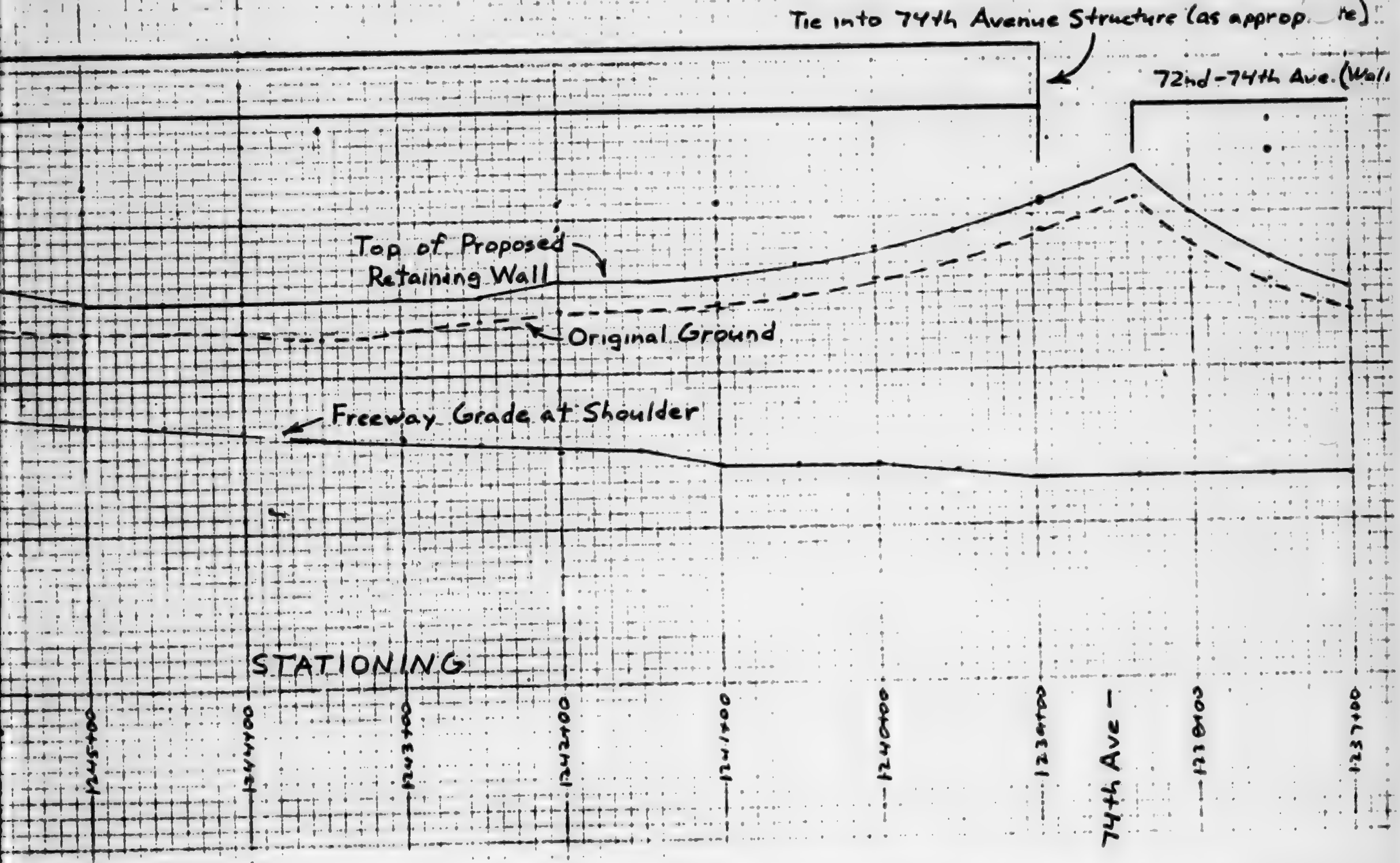


Banfield Transitway
74th - 78th Avenues
Columbia River Highway

PROFILE OF BARRIER

Banfield Transitway
74th - 78th Avenues
Columbia River Highway

ROFILE OF BARRIER



I-84 N

ROAD DESIGN SECTION

DES 16

Tony J. George
Coordinating Engineer
Environmental Section

March 22, 1982

From: A. D. Olson
A. D. Olson
Preliminary Design Engineer

Subject: Noise Barrier Cost Estimates
72nd-74th Avenue (South)
Banfield Transitway
Columbia River Highway
Multnomah County
Prefix 26-1929-907-04P1

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There appear to be two feasible alternates for constructing the proposed noise walls in this area. One alternate would be to increase the height of the proposed retaining wall and the other would be to construct a freestanding wall directly behind the retaining wall.

The estimated costs for the freestanding walls are slightly higher than the retaining wall estimates for Barriers One and Two; however, the Bridge Design Section would prefer to use the freestanding walls. They feel this alternate increases their construction options and that there will be more competitive bidding on this type of noise wall which may result in the most cost-effective noise wall.

The Final Design Section is incorporating the freestanding wall into the design for this section of the project.

The noise walls will need to be shortened approximately 10 feet at the east end in order to provide adequate sight distance for safe access to 74th Avenue from N.E. Broadway.

Noise wall cost estimates are based on using concrete type walls with a safety barrier and include a 30-foot stepped transition section at the west end. Walls 1, 2 and 3 begin at Station 1231+70 and end at Station 1238+25 Rt. Wall 4 begins at Station 1230+70 and ends at Station 1238+25 Rt.

Barrier No. 1:

Constructing this noise wall to the top of barrier elevation as proposed would cost approximately $180,000 for the retaining wall alternate compared to $190,000 for the freestanding wall.

Barrier No. 2:

This noise wall is identical to Wall No. 1 except for a 2-foot increase in height. This wall would cost approximately $200,000 for the retaining wall alternate compared to $210,000 for the freestanding wall.

Barrier No. 3:

This noise wall is identical to Wall No. 1 except for a 4-foot increase in height. This wall would cost approximately $280,000 for the retaining wall alternate compared to $230,000 for the freestanding wall.

Barrier No. 4:

This noise wall is identical to Wall No. 1 except for a 100-foot increase in length. This wall would cost approximately $200,000 for the retaining wall alternate compared to $220,000 for the freestanding wall.

This would be a Type 1-A project.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: March 3, 1982

FROM: A. J. George, Coordinating Engineer
Environmental Section

Tony

SUBJECT: Noise Barrier Cost Estimates
72nd-74th Avenues (South)
Banfield Transitway
Columbia River Highway
Multnomah County

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Please estimate costs and evaluate the engineering feasibility for the four noise barrier alternatives listed below. Barrier alternatives 1, 2, and 3 would be the same length, 635 feet, varying only in height. Barrier alternative 4 would extend 100 feet further west. All alternatives are proposed as vertical extensions of the planned retaining walls. The location and a profile of the barriers are attached. The top of barrier elevations for all four barrier alternatives are shown on the attached profile. The barrier should be designed to tie into the 74th Avenue structure on the east end.

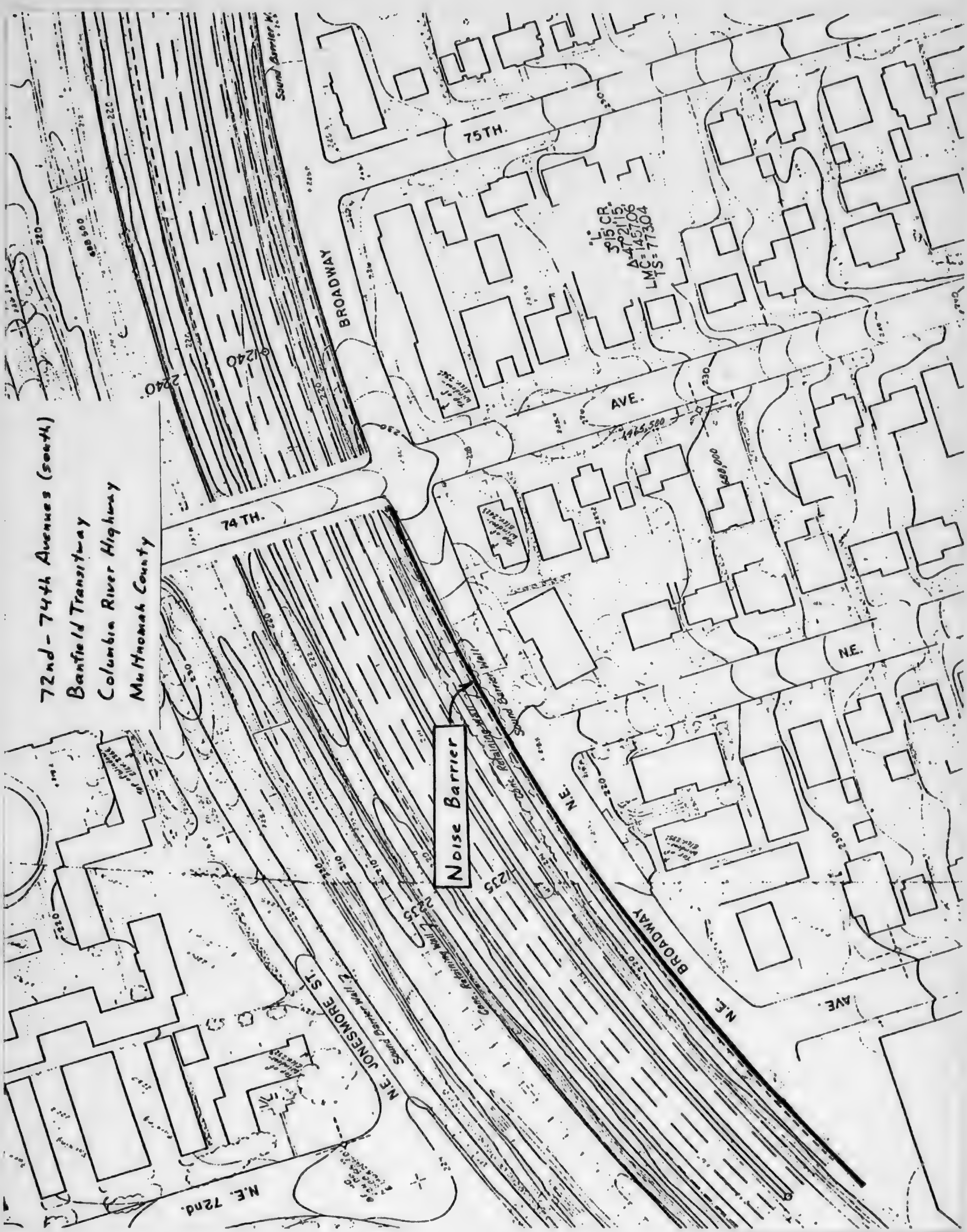
Barrier	Station*	Length	Height	Top of Barrier Elevations (see profile)
1	1232+00-1238+35 Rt.	635'	2-14'	235º
2	1232+00-1238+35 Rt.	635'	4-16'	237º
3	1232+00-1238+35 Rt.	635'	6-18'	239º
4	1231+00-1238+35 Rt.	735'	2-14'	235º

*Stationing does not include stepped transition section on west end, which would vary depending on which height alternative is chosen.

There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Tim Thex, Jerry Morrison, or myself if there are any questions.

AJG:TT:lb

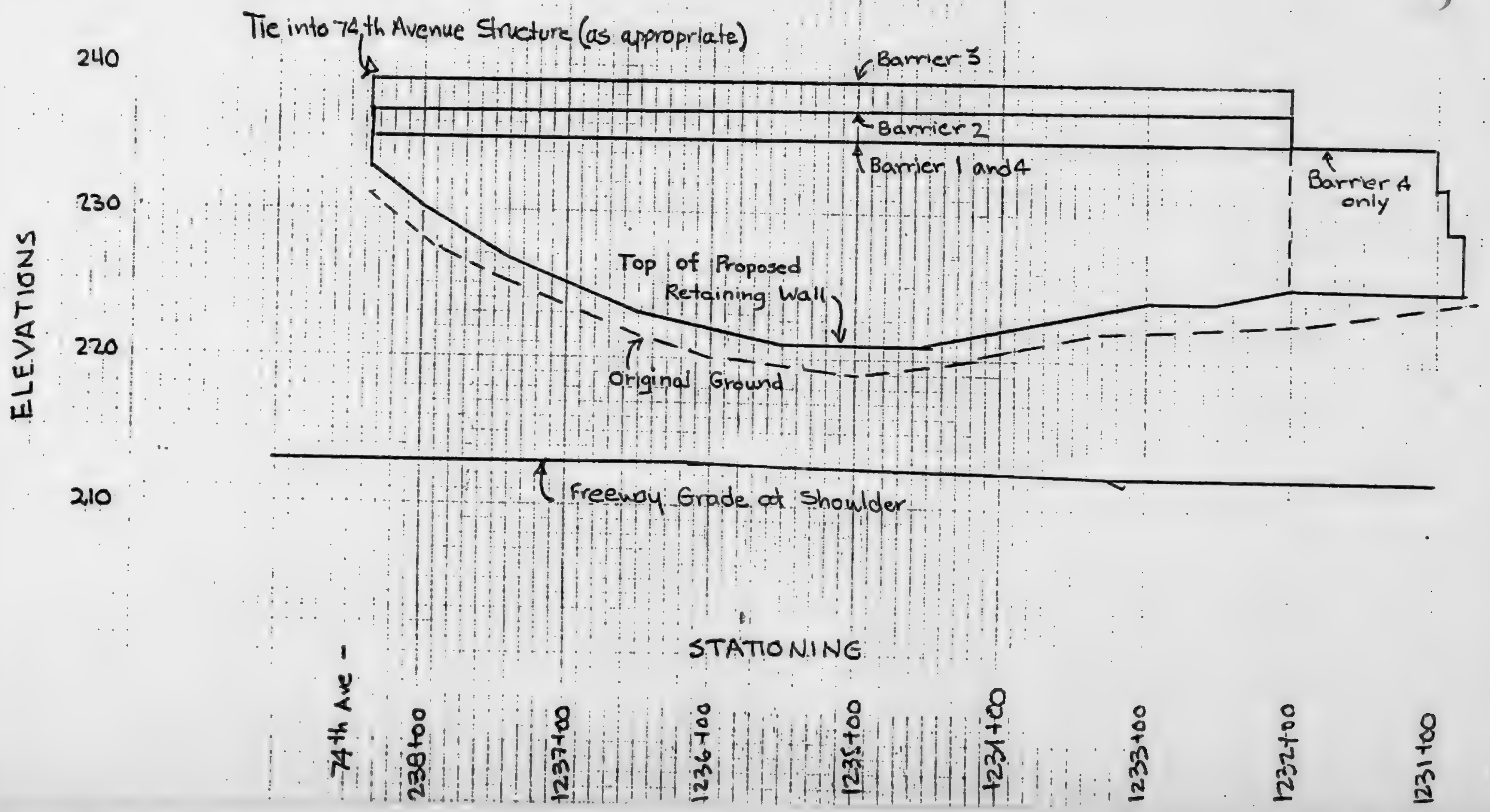
Attachment


Noise Barrier
BROADWAY
N.E. BROADWAY
75TH.
74TH.
AVE.
N.E.
N.E.
AVE.
N.E. JONESMORE ST.
N.E. 72nd.
Sound Barrier Wall
Conc. Retaining Wall
Sound Barrier Wall
Conc. Retaining Wall 2
Sound Barrier Wall 2
L
3°15' CR.
Δ=47°21'15"
LMC=145706
TS=77304
220
230
240
235
210

72nd - 74th Avenues (south)
Banfield Transitway
Columbia River Highway
Multnomah County

BANFIELD TRANSITWAY
72nd-74th Avenues (South)
Columbia River Highway

Barrier Profile


Tie into 74th Avenue Structure (as appropriate)
Barrier 3
Barrier 2
Barrier 1 and 4
Barrier 4 only
Top of Proposed Retaining Wall
Original Ground
Freeway Grade at Shoulder
ELEVATIONS
240
230
220
210
STATIONING
74th Ave -
238+00
1237+00
1236+00
1235+00
1234+00
1233+00
1232+00
1231+00

9594

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-) LRT
47th Avenue U'Xing, Bridge No. 7024A
Preliminary Plans

Date: March 12, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed the preliminary plan submittal for the 47th Avenue LRT Undercrossing of the Banfield submitted March 2, 1982, with Mr. Hart's letter. It appears that it may be possible to utilize Type III precast beams for the short spans of this structure. Existing railroad clearances appear to be 24' 9" and a Type III beam should fit within the requirements set for this project. Please study the Type III prestressed beam type of structure along with the precast boxes.

We note that you are using a very short section of the beam rail at the structure ends. Serious consideration should be given to extending the bridge rail and incorporating this rail section into the planned sidewalks.

In studying the old bridge plans we find that no foundation data was obtained prior to construction. Your foundation information offers no data for the underlying strata at bents 2 and 3. A selection of 4 T/sq.ft. appears to be an acceptable conservative bearing pressure estimate. From the data shown at piers 4 and 5 this value might be much larger if the strata can be projected to bents 2 and 3. Is it possible to obtain a plate load test at the approximate pier 2 footing elevation to verify a design load?

Please consider these items as you progress with the design.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

MAR 16 1982

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cy - Walt
Please reply
ESH

NOTED
E. S. HUNTER

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STATE HWY ENGR
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FOR
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DES 16 I-84

ROAD DESIGN SECTION

Tony J. George, Coordinating Engineer
Environmental Section

A. D. Olson
Preliminary Design Engineer

March 10, 1982

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Noise Barrier Cost Estimates
53rd-59th Avenue Section
Banfield Transitway
Columbia River Highway
Multnomah County
26-1929-907

The only feasible alternative for the proposed noise barriers on this section of the project would be to construct concrete shoulder walls along with increasing the height of a proposed retaining wall located between station 1174+25 and 1181+80 Rt. The proposed curb on Hoyt Street will be located approximately 3 ft. behind the retaining wall.

Estimates of cost do not include safety barrier as concrete shoulder barrier has been included in the design for this section of the project.

Barrier No. 1: Constructing this 1195-ft.-long noise wall to the proposed top of barrier elevation will cost approximately $270,000. Costs include $147,000 for increasing the height of 755 lineal ft. of retaining wall an average of 11 ft. and $123,000 for 440 lineal ft. at concrete shoulder wall averaging 12.5 ft. in height.

Barrier No. 2: This noise wall is identical to barrier No. 1 except for a 5-ft. increase in height. This wall would cost approximately $400,000 to construct, costs include $240,000 to increase the height of the retaining wall and $160,000 for the concrete shoulder wall.

Barrier No. 3a: This noise wall will need to be extended from station 1182+50 to approximately 1183+80 in order to provide a 50-ft. full height overlap with revised wall 3b and includes a 30-ft. stepped transition section.

The estimated cost to construct this 955-ft.-long noise wall to the proposed top of barrier elevation is $200,000. Costs include $147,000 for increasing the height of the retaining wall and $53,000 for a 200-ft. long concrete shoulder wall averaging 12 ft. in height.

REFERRED TO
Board Staudenmeyer
Cole Mann
Eriksen ✓ Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Due
BY FINAL DESIGN ENGINEER

Barrier 3b: This proposed noise wall will need to be revised to begin at approximately station 1182+95 Rt. in order to provide the transition distance required for placing a concrete shoulder wall in a gore area. Wall 3a is designed to overlap this revised wall.

Constructing this revised concrete shoulder wall to the proposed top of barrier elevation will cost approximately $90,000. This wall would be 330 ft. long and average 12 ft. in height. There would be no apparent difficulty in constructing this wall over the structure at station 184+50.

Fencing could be eliminated in the area at the proposed noise walls.

This would be a Type 1-A project.

ADO:rw

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: March 1, 1982

FROM: Tony
Anthony J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
53rd-59th Avenue Section
Banfield Transitway
Columbia River Highway
Multnomah County

Versteeg ✓
Anderson
Adam:
2 Olson
Sullivan
Terpin
Trout
Wakarlig

RECEIVED
MAR 2 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Please estimate costs and evaluate the engineering feasibility for the three noise barrier alternatives listed below. It is possible that the proposed retaining wall ending at Station 1181+80 Right could be extended in height to provide a portion of the three noise barrier alternatives. Please evaluate this alternative as well as any others that may be feasible. Details of the prospective noise barriers are listed in the following table. The locations of the three barriers and a profile of the 12-14' shoulder barrier are attached on separate sheets. The west end of each of the barriers are intended to tie into the 53rd Avenue structure.

Barrier	Station	Length	Height	Top of Barrier Elevation
1	1174+25-1185+70 Rt.*	1195'	12-14'	215
2	1174+25-1185+70 Rt.*	1195'	17-19'	220
3a.	1174+25-~~1182+50~~ Rt.* 85+80	825'	12-14'	215
b.	~~1181+63~~-1186+25 Rt. 82+95	462'	10'	215

Barriers 1 and 2 would be in the same locations, but would have different top of barrier elevations. Barrier 3 listed above would consist of two sections, overlapping as shown on the attached figure. Section a. would be the same as Barrier 1, while Section b. would have to cross the 57th Avenue structure.

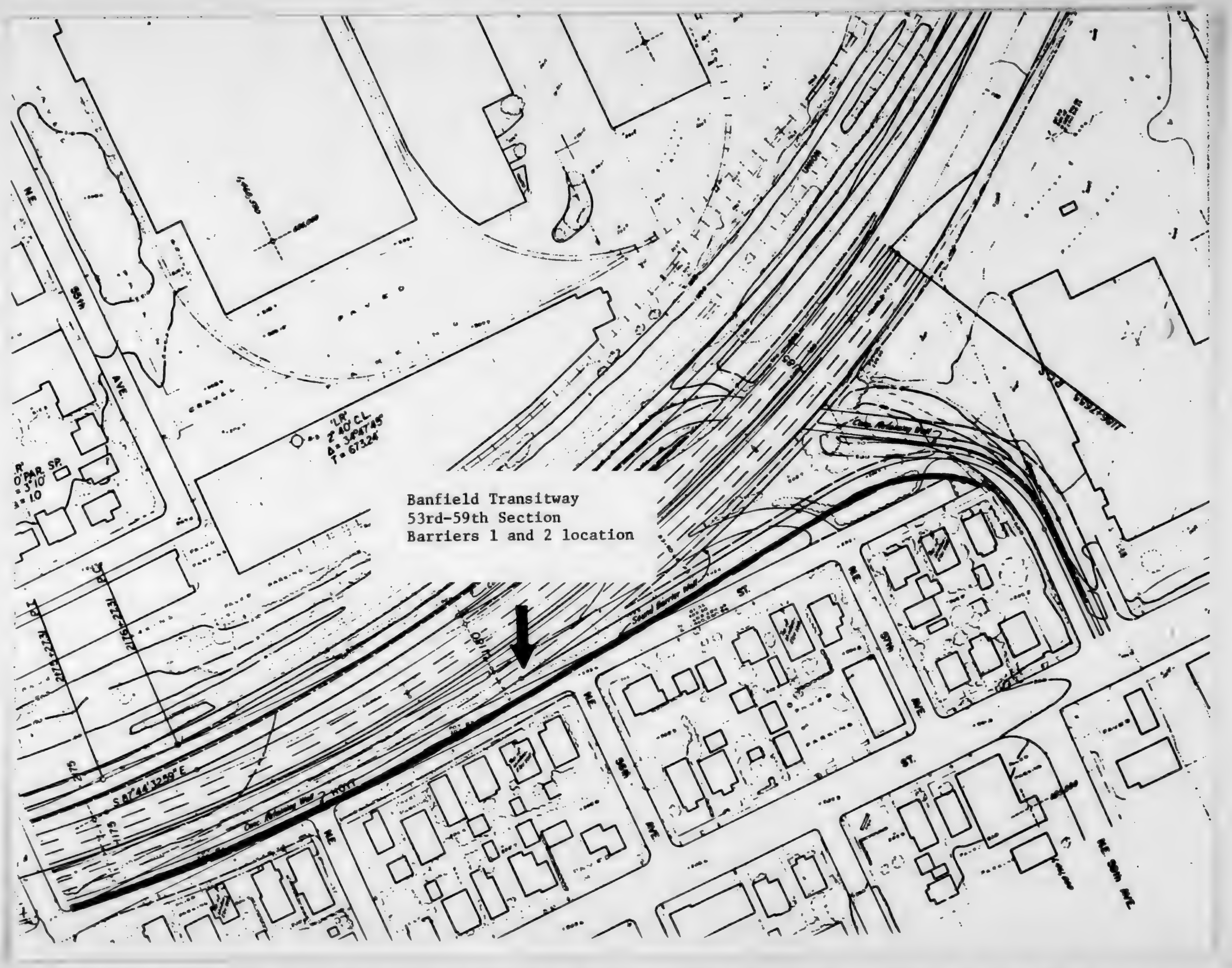
There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

AJG:TT:ct

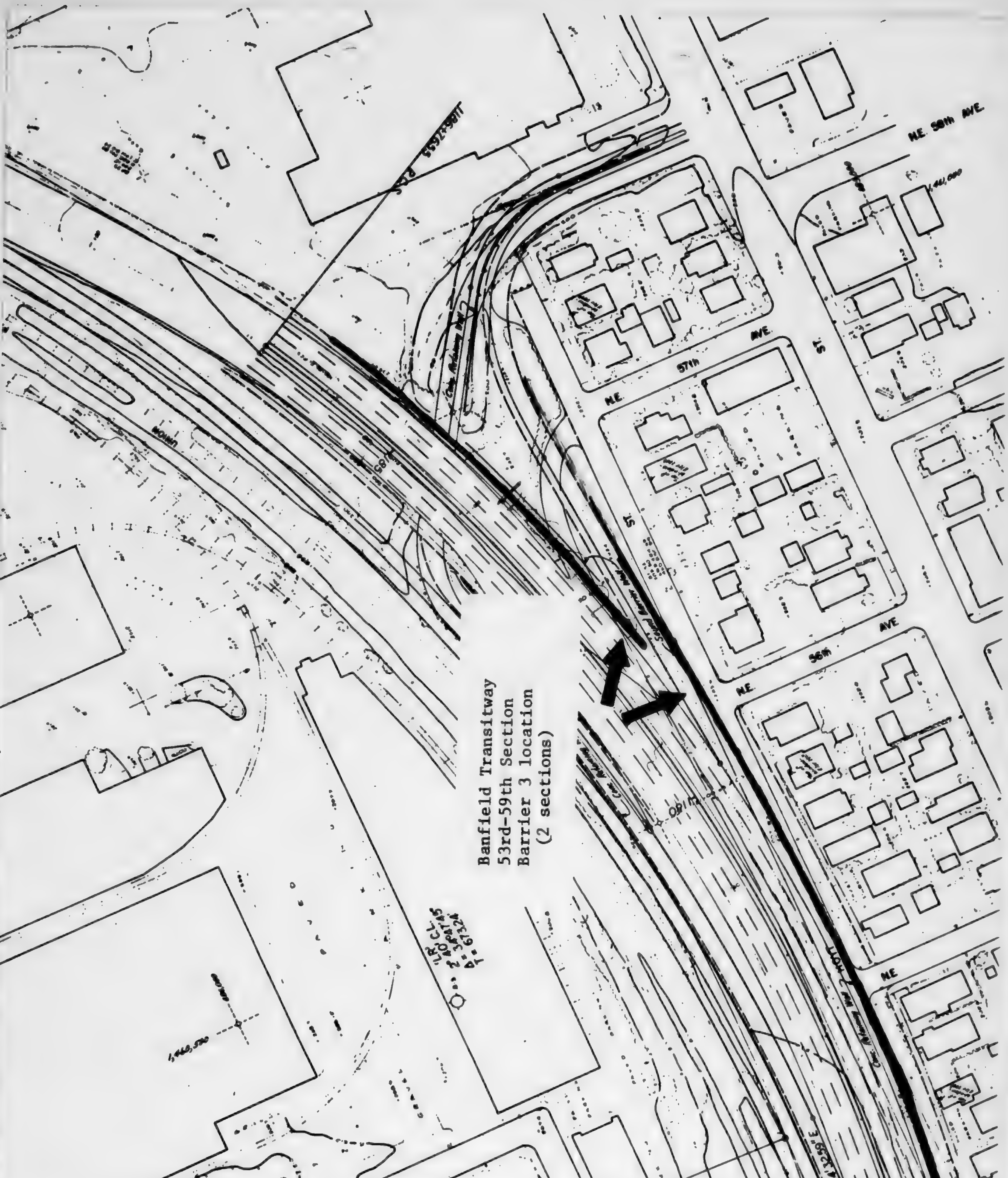
Attachments

---

*Includes 30 foot stepped transition sections.

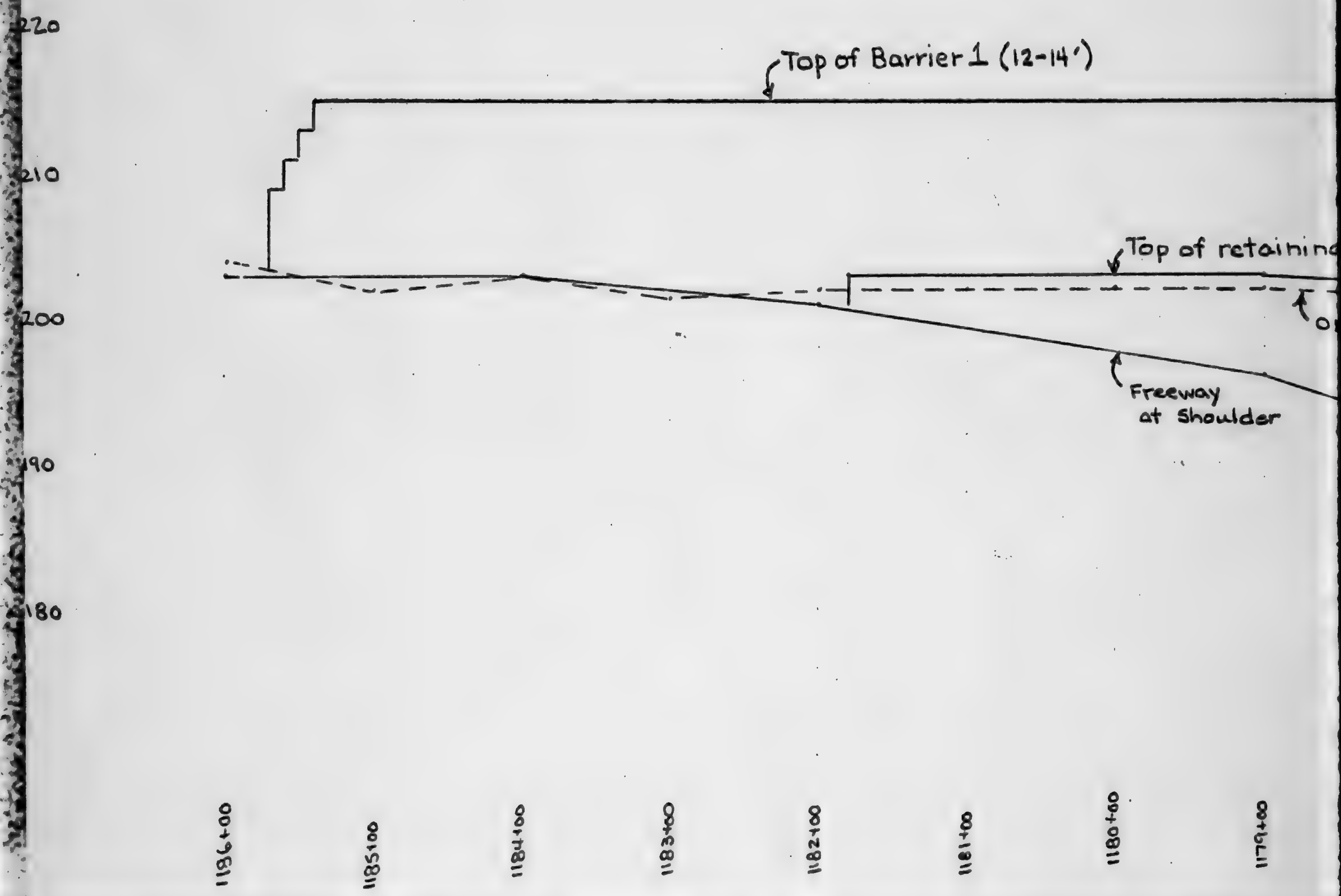

NE 55th AVE.
NE 56th AVE.
NE 57th AVE.
NE 58th AVE.
NE 59th AVE.
ST.
GRAVEL
PAVED
'LR' 2°40' C.L. Δ= 34°47'45" T= 673.24'
S 81°44'32.59" E
Sound Barrier Wall
Conc. Retaining Wall

Banfield Transitway
53rd-59th Section
Barriers 1 and 2 location

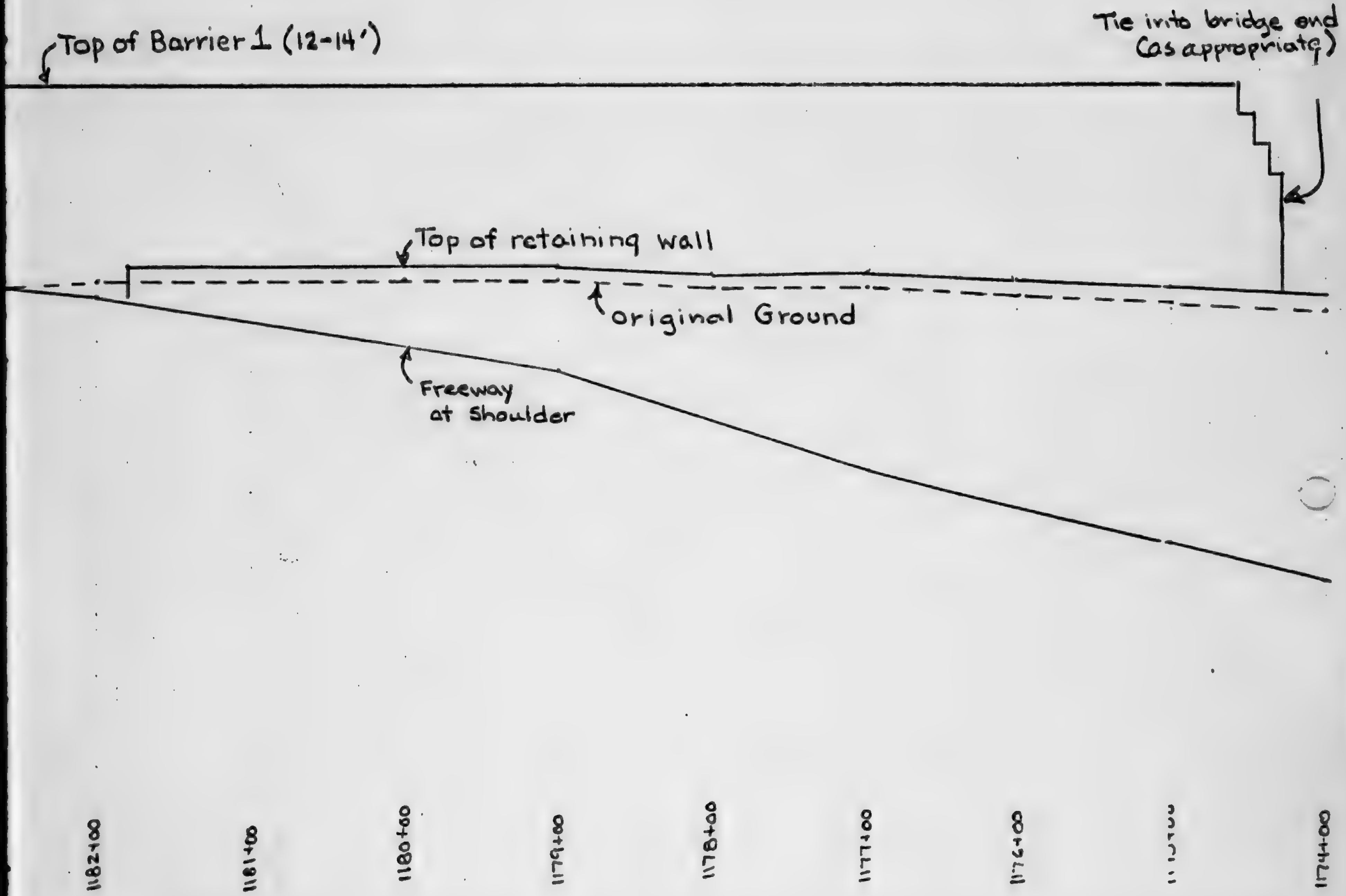

N.E. 58th AVE.
N.E. 57th AVE
ST.
N.E. 56th AVE
N.E. 55th AVE.
N.E.
HOYT
PC
PT
2175
1,441,000
1,440,500

Banfield Transitway
53rd-59th Section
Barrier 3 location
(2 sections)

Banfield Transitway
53rd-59th Section
Noise Barrier Profile



Banfield Transitway
53rd-59th Section
Noise Barrier Profile


Top of Barrier 1 (12-14')
Tie into bridge end (as appropriate)
Top of retaining wall
original Ground
Freeway at Shoulder
1182+00
1181+00
1180+00
1179+00
1178+00
1177+00
1176+00
1174+00

9514

ROW 18-2

NOTED
H.S.COULTER

March 9, 1982

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Crossing No. 2A-003.40-A
N.E. 47th Ave.-UPRR
Banfield Transitway

Dear Dave:

Enclosed is an original and ten copies of an application relating to the subject matter. This has to do with the Banfield Transitway project. Your prompt attention to this matter would be appreciated.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosure
bc: H. S. Coulter
E. S. Hunter
Walt Hart
Ed Hardt
C. T. Keasey
D. E. Swan
Jack Sollis
Bob Sandmann
(All with attachments)

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PUC Docket No. SXF __________
PUC Crossing No. 2A-003.40-A.
DOT-AAR Crossing No. UP-809159J.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon, by and through its Department of Transportation-Highway Division (name of applicant)

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of NE 47th Avenue (name of street or highway)

and Union Pacific Railroad Company (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $__________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) __X__ Other (please specify) Construction of a temporary detour structure over the existing railroad adjacent to the existing railroad overcrossing.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 3.40

b. City Portland

c. Nearest railroad station Graham

d. County Multnomah

e. The proposed project is to be in the NW 1/4 of the NW 1/4 of Section 31, Township 1N, Range 2E, W. M.

4. a. Name of public highway involved in this project:

NE 47th Avenue

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Company, Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland,Bureau of Streets & Structures,621 SW Alder St.,Portland,OR 97205

c. Multnomah County,Public Works Division2115 SE Morrison,Portland,OR 97204

d. Portland General Electric,3700 SE 17th,Portland,OR 97202,ATTN: Jim Johnston

e. Pacific Power & Light Co.,2126 N. Lewis Ave.,Portland,OR 97227

f. Oregon Department of Transportation, Highway Division, Transportation Bldg.,Salem,OR 97310

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

g. Northwest Natural Gas Co.,123NW Flanders St.,Portland,OR 97209 ATTN: Don Thomas

h. Pacific Northwest Bell,825 NE 20th Ave.,Portland, OR 97232, ATTN: Ralph Clausen

i. Portland Bureau of Fire, 55 SW Ash, Portland, OR 97204

7. **Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):** The project consists of building a temporary detour structure, removing the existing 47th Avenue structure and constructing a new structure to carry 47th Avenue traffic over the proposed Light Rail Transitway and a widened Columbia River Highway.

8. a. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** Yes (yes/no)

   b. **If yes, why?** To continue carrying traffic on NE 47th Avenue over the Banfield Freeway and the Union Pacific Railroad.

9. **Is the crossing involved (to be) a separated crossing?** Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width—The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from __________ (N or E) to __________ (S or W)) of:

At present—			After completion—		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ______ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation- Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland (Oregon Department of Transportation-Highway Division will maintain the detour structure)

b. All highway appurtenances: City of Portland (Detour - Oregon Department of Transportatio Highway Division)

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland (Detour - Oregon Department of Transportation-Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland (Detour - Oregon Department of Transportation-Highway Division)

b. All highway appurtenances: City of Portland (Detour- Oregon Department of Transportatio Highway Division)

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland (Detour-Oregon Department of Transportation-Highway Division)

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

City of Portland (Detour-Oregon Department of Transportation-Highway Division)

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): Construction clearances of 15'-0" horizontal and 21'-0" vertical will be used over the railroad at the temporary detour structure. See Dwgs. 36447 and 36448.

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ___________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity.

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon Department of Transportation-Highway Division Bridge Section Dwgs 36447 and 36448.

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

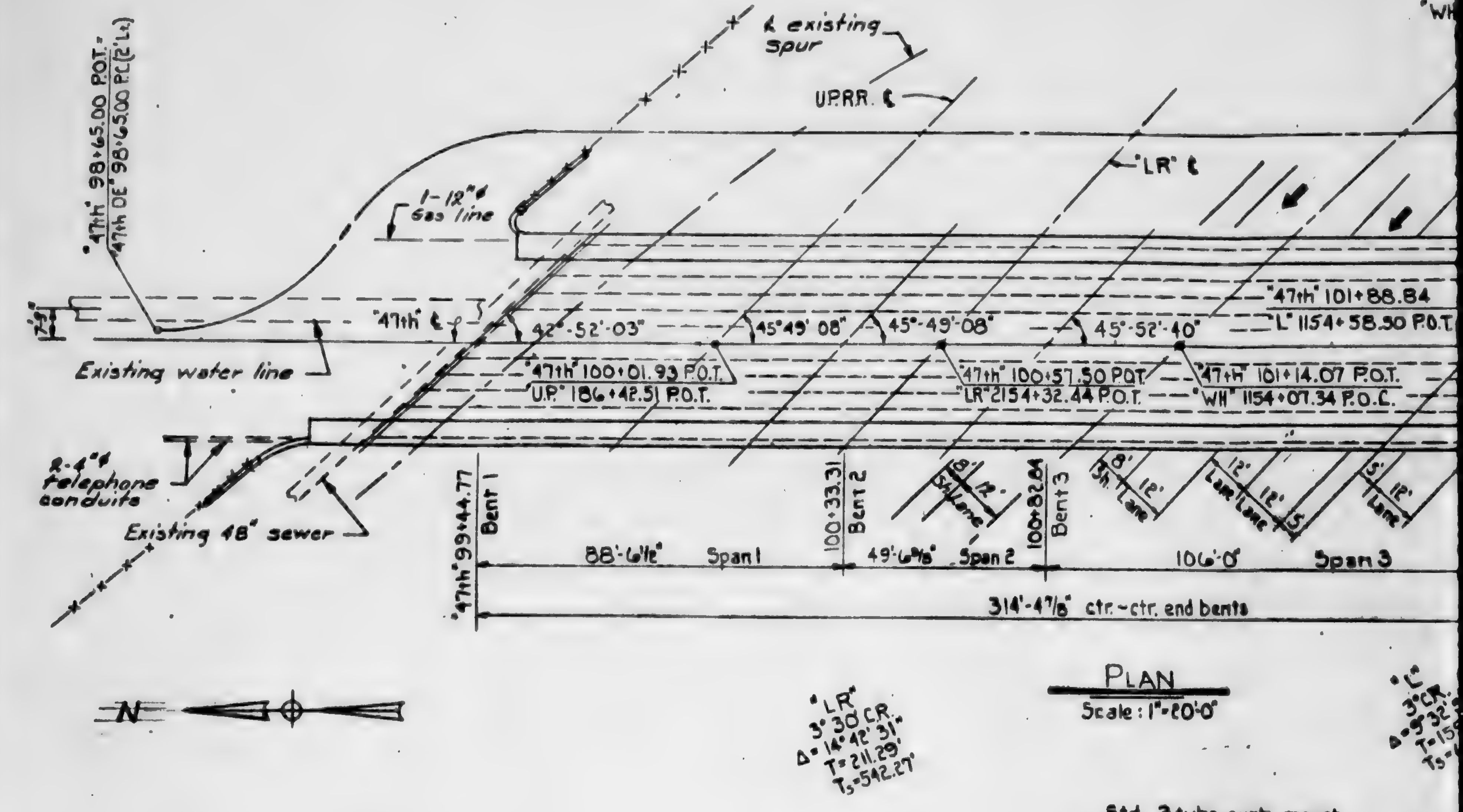
The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4 through 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

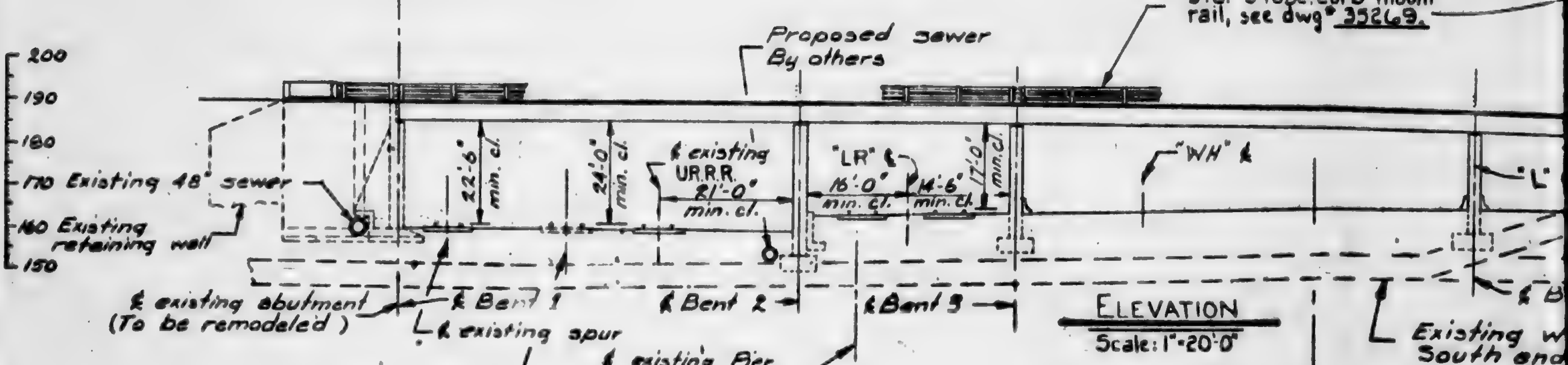
Dated at Salem, Oregon this 5th day of March, 1982.

(Applicant)

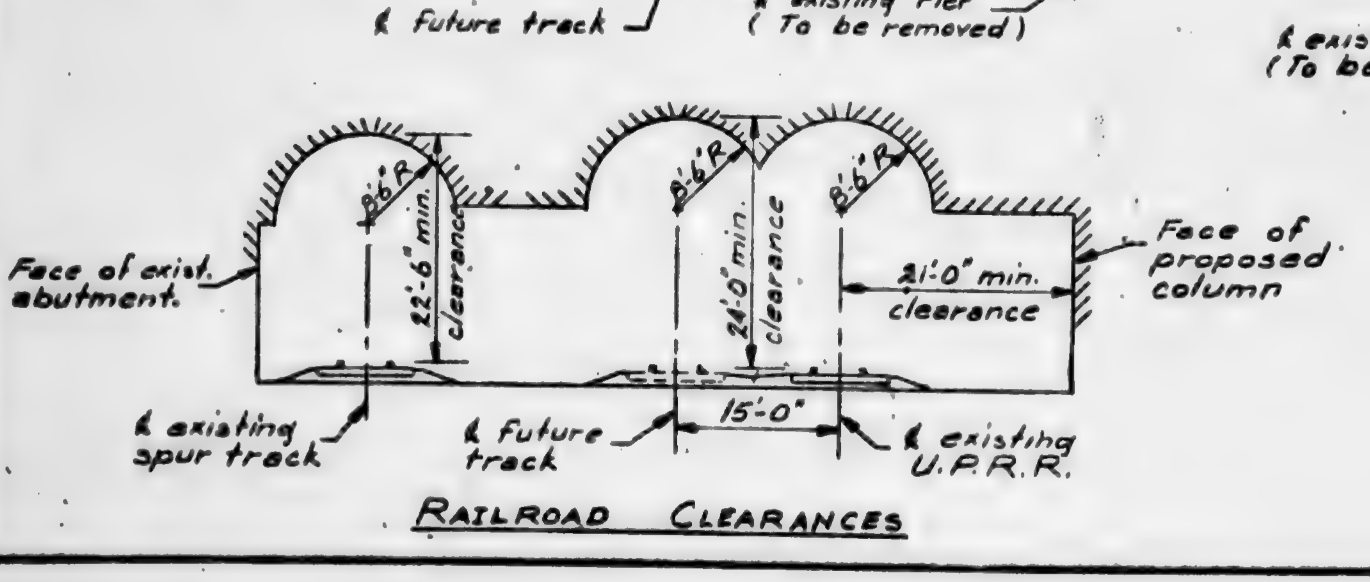
(Attorney)


"WH
℄ existing spur
U.P.R.R. ℄
"LR" ℄
"47th" 98+65.00 P.O.T.=
"47th DE" 98+65.00 P.C.(2'Lt.)
1-12"⌀ Gas line
7'-9"
"47th" ℄
42°-52'-03"
45°49' 08"
45°-49'-08"
45°-52'-40"
"47th" 101+88.84
"L" 1154+58.50 P.O.T.
Existing water line
"47th" 100+01.93 P.O.T.
"U.P." 186+42.51 P.O.T.
"47th" 100+57.50 P.O.T.
"LR" 2154+32.44 P.O.T.
"47th" 101+14.07 P.O.T.
"WH" 1154+07.34 P.O.C.
2-4"⌀ telephone conduits
Existing 48" sewer
"47th" 99+44.77 Bent 1
100+33.31 Bent 2
100+82.84 Bent 3
8' Sh. Lane 12'
8' Sh. Lane 12'
12' Lane Lane 12' 5
5' Lane 12'
88'-6 1/2" Span 1
49'-6 3/8" Span 2
106'-0" Span 3
314'-4 7/8" ctr.-ctr. end bents
N
"LR" 3° 30' C.R. Δ=14°42'31" T=211.29' Ts=542.27'
"L" 3° C.R. Δ=9°32 T=15 Ts=

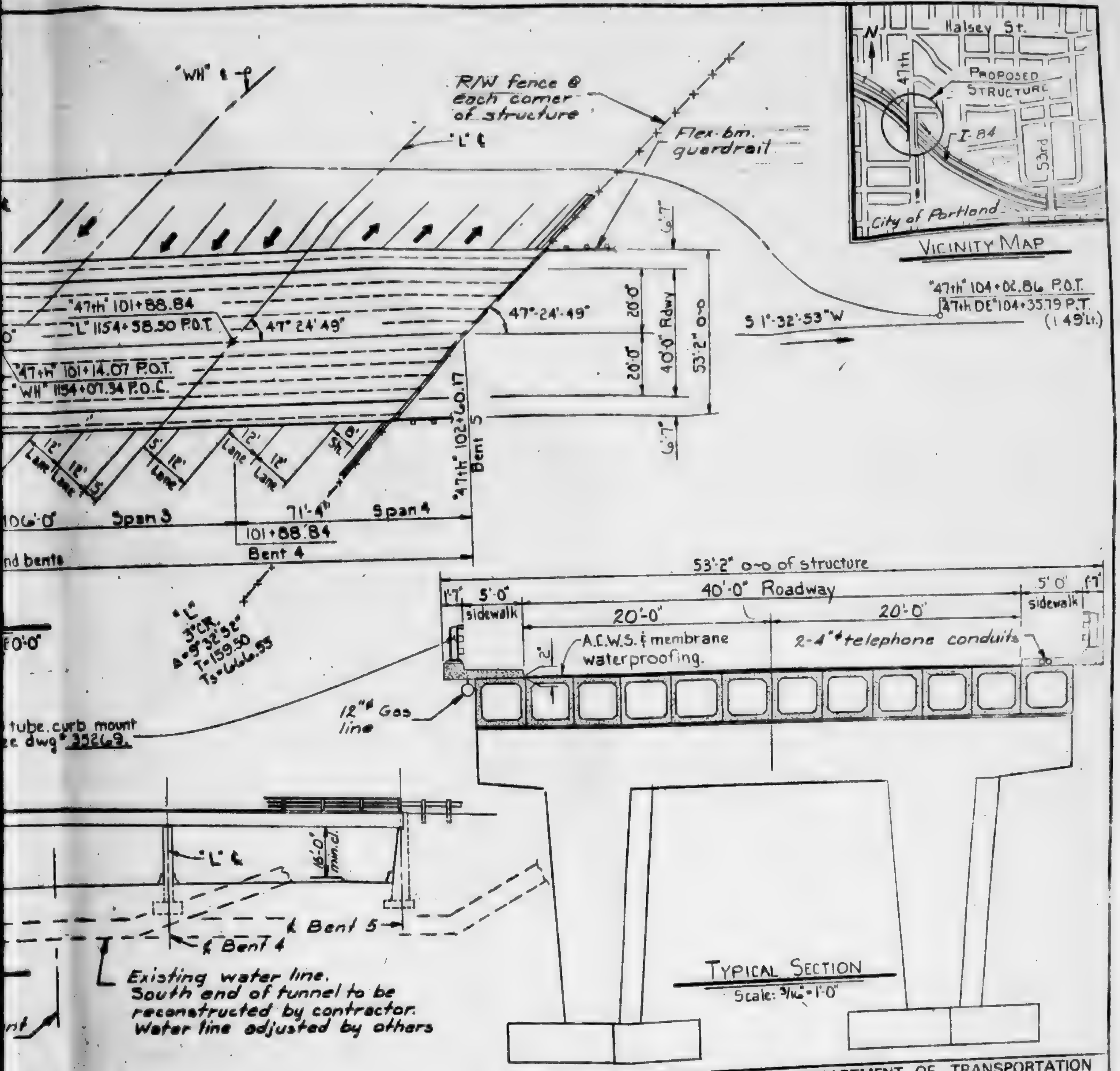
PLAN
Scale: 1"=20'-0"


Std. 3 tube curb mount rail, see dwg# 35269.
Proposed sewer By others
200
190
180
170 Existing 48" sewer
160 Existing retaining wall
150
22'-6" min. cl.
24'-0" min. cl.
℄ existing U.P.R.R. 21'-0" min. cl.
"LR" ℄
16'-0" min. cl.
14'-6" min. cl.
17'-0" min. cl.
"WH" ℄
"L"
℄ existing abutment (To be remodeled)
℄ Bent 1
℄ existing spur
℄ Future track
℄ Bent 2
℄ existing Pier (To be removed)
℄ Bent 3
℄ existing abutment (To be removed)
Existing w South and reconstruc Water line
℄ B

ELEVATION
Scale: 1"=20'-0"


8'-6"R
8'-6"R
8'-6"R
22'-6" min. clearance
24'-0" min. clearance
21'-0" min. clearance
Face of exist. abutment
Face of proposed column
15'-0"
℄ existing spur track
℄ future track
℄ existing U.P.R.R.

RAILROAD CLEARANCES


"WH" ℄ -
R/W fence @ each corner of structure
"L" ℄
Flex-bm. guardrail
6'-7"
"47th" 101+88.84
"L" 1154+58.50 P.O.T.
47° 24' 49"
47°-24'-49"
20'-0"
40'-0" Rdwy
53'-2" o-o
"47th" 101+14.07 P.O.T.
"WH" 1154+07.34 P.O.C.
"47th" 104+02.86 P.O.T.
"47th DE" 104+35.79 P.T. (1.49' Lt.)
S 1°-32'-53" W
"47th" 102+60.17 Bent 5
12' Lane
5' Sh.
8'
106'-0"
Span 3
71'-4"
Span 4
101+88.84
Bent 4
nd bents
"L" 3° CR. Δ=9°32'52" T=159.50 Ts=666.55
E0'-0"
tube curb mount ee dwg# 35269.
53'-2" o-o of structure
1'-7"
5'-0" sidewalk
40'-0" Roadway
20'-0"
A.C.W.S. & membrane waterproofing.
2-4"⌀ telephone conduits
12"⌀ Gas line
"L" ℄
16'-0" min. cl.
℄ Bent 5
℄ Bent 4
Existing water line. South end of tunnel to be reconstructed by contractor. Water line adjusted by others
N
Halsey St.
47th
PROPOSED STRUCTURE
I-84
53rd
City of Portland

VICINITY MAP

TYPICAL SECTION
Scale: 3/16" = 1'-0"

APPROVED: .... P.E.
STRUCTURAL DESIGN ENGINEER
.... P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED.
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

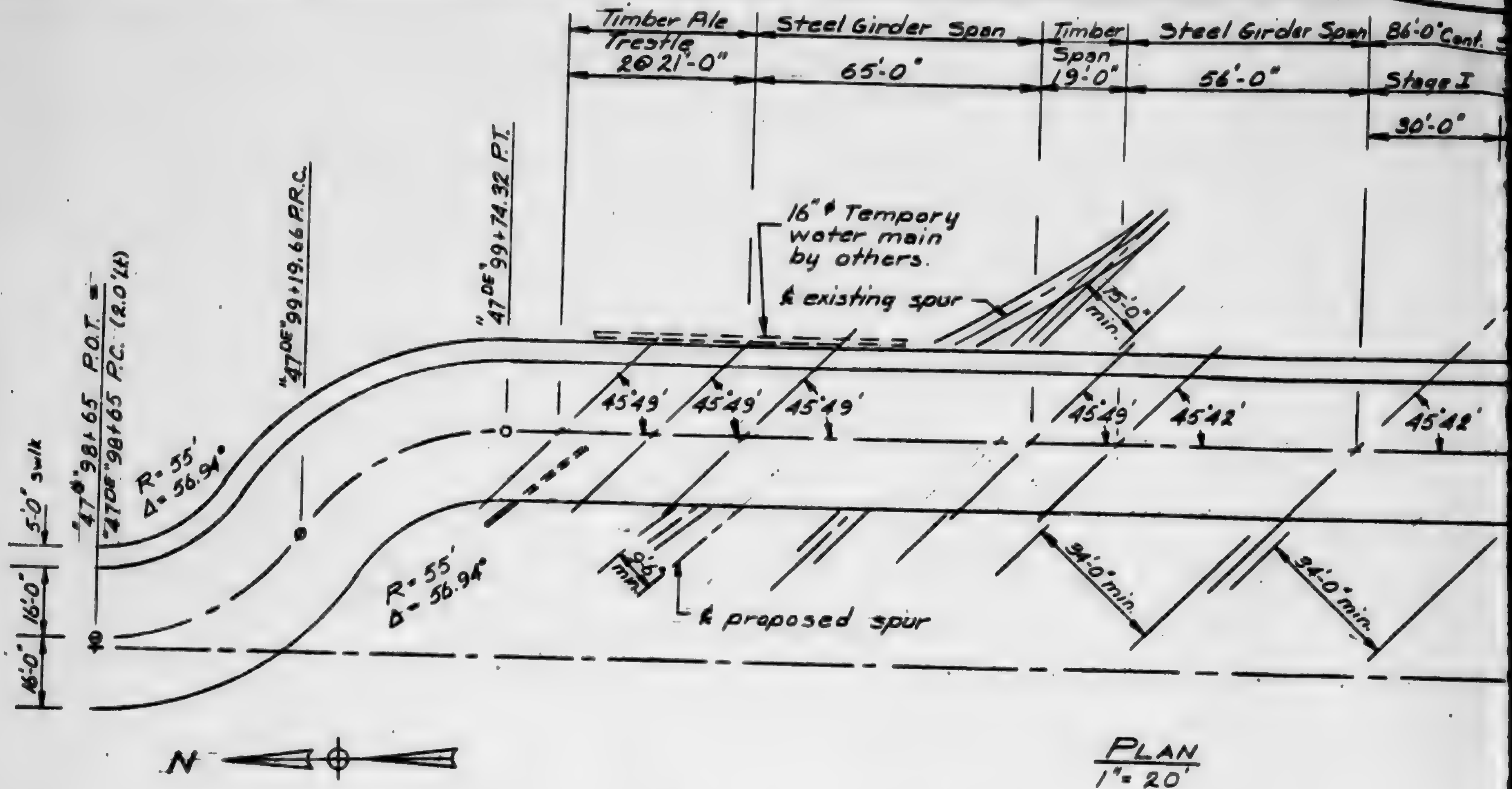
OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

47TH AVE UXING (BANFIELD)
39TH AVE. TO 60TH AVE SECTION
COLUMBIA RIVER HWY (I-84)
MULTNOMAH COUNTY

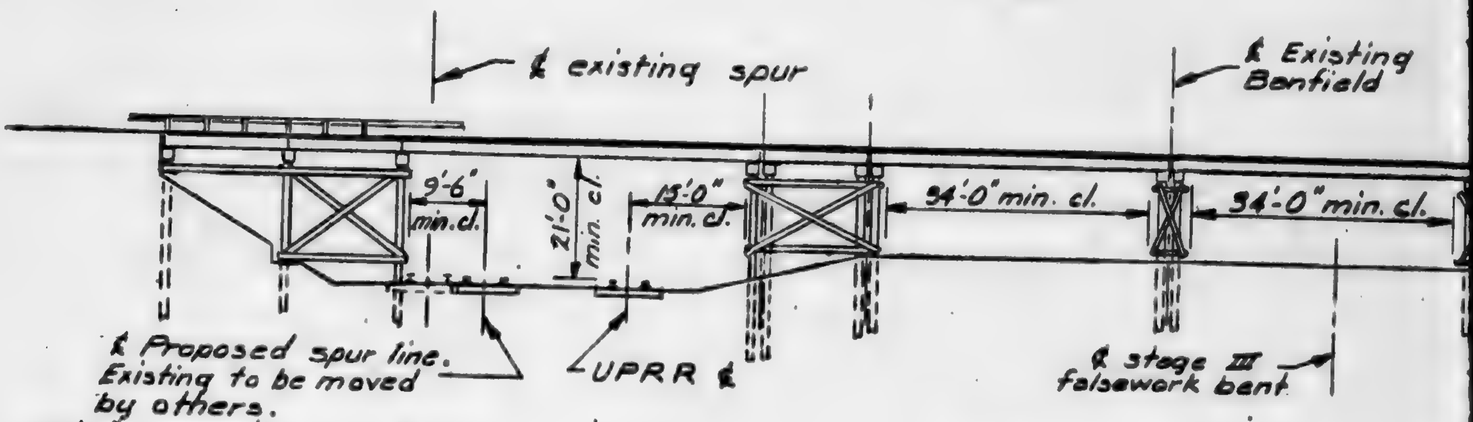
P.U.C. PLAN & ELEVATION

ACCOMPANIED BY DWGS.

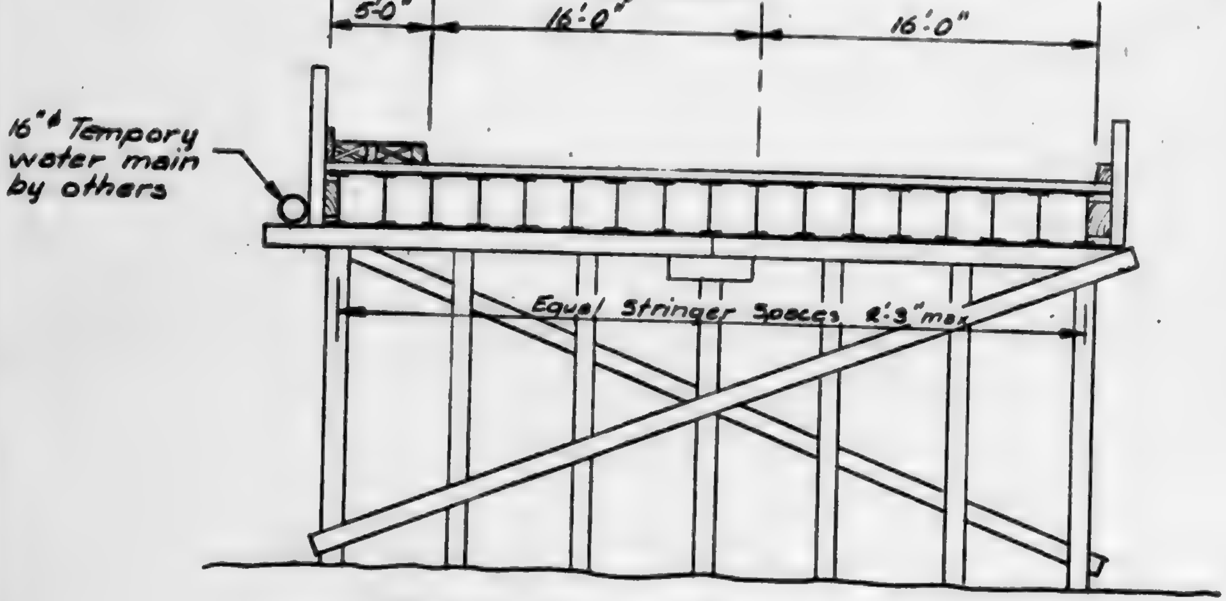
DATE 2-5-82
BRIDGE NO. 7024A
SHEET 1 OF 2
DRAWING NO. 36447


Timber Pile Trestle 2@21'-0"
Steel Girder Span
65'-0"
Timber Span 19'-0"
Steel Girder Span
56'-0"
86'-0" Cont.
Stage I
30'-0"
"47" 98+65 P.O.T. = "47DE" 98+65 P.C. (2.0'Lt)
"47DE" 99+19.66 P.R.C.
"47DE" 99+74.32 P.T.
16"ϕ Tempory water main by others.
℄ existing spur
15'-0" min.
45°49'
45°49'
45°49'
45°49'
45°42'
45°42'
R = 55'
Δ = 56.94°
R = 55'
Δ = 56.94°
5'-0" swlk
16'-0"
16'-0"
9'-6" min.
℄ proposed spur
34'-0" min.
34'-0" min.
N

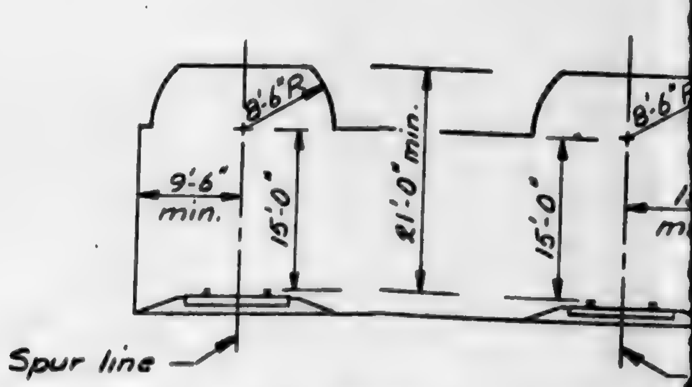
PLAN
1" = 20'


℄ existing spur
℄ Existing Benfield
9'-6" min. cl.
21'-0" min. cl.
15'-0" min. cl.
34'-0" min. cl.
34'-0" min. cl.
℄ Proposed spur line. Existing to be moved by others.
UPRR ℄
℄ stage III falsework bent

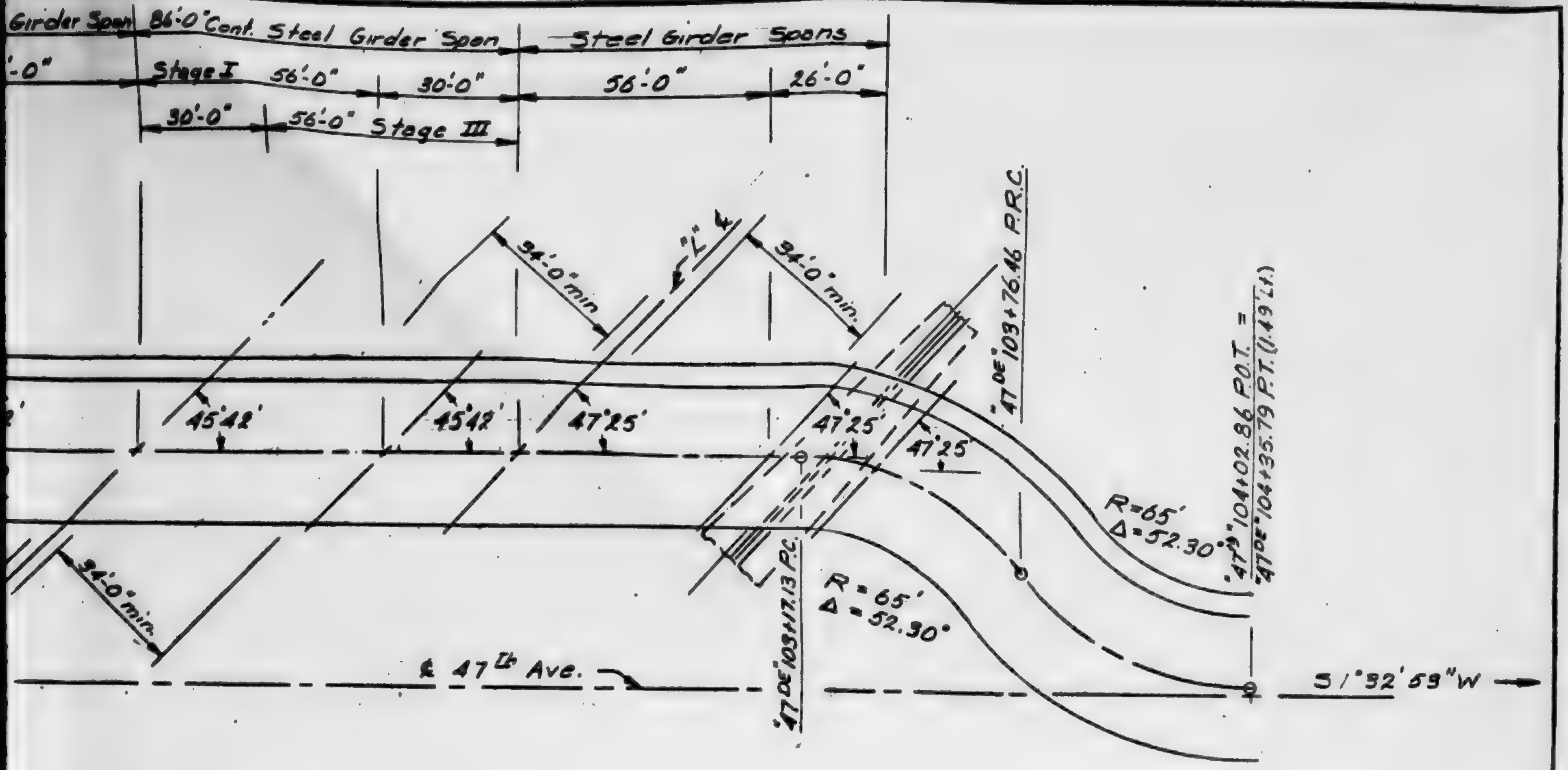
ELEVATION
1" = 20'

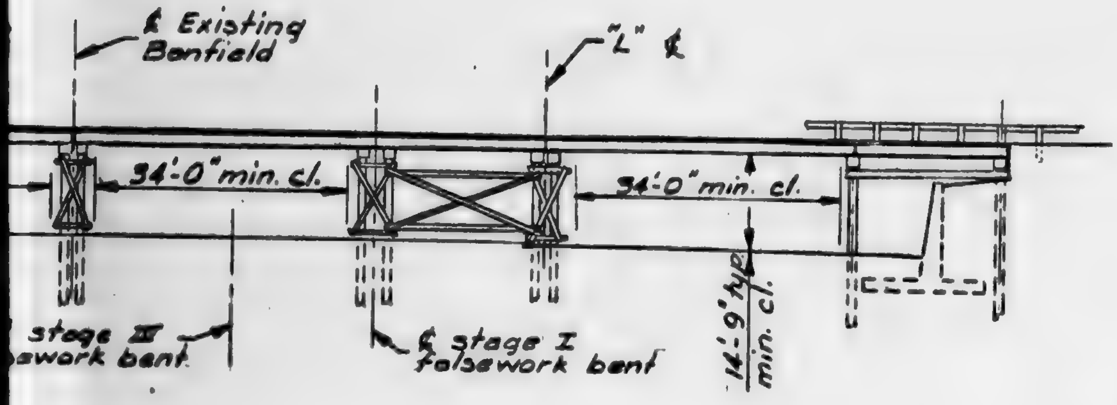

5'-0"
16'-0"
16'-0"
16"ϕ Tempory water main by others
Equal Stringer Spaces 2'-3" max.

TYPICAL STEEL SPAN SECTION
No Scale

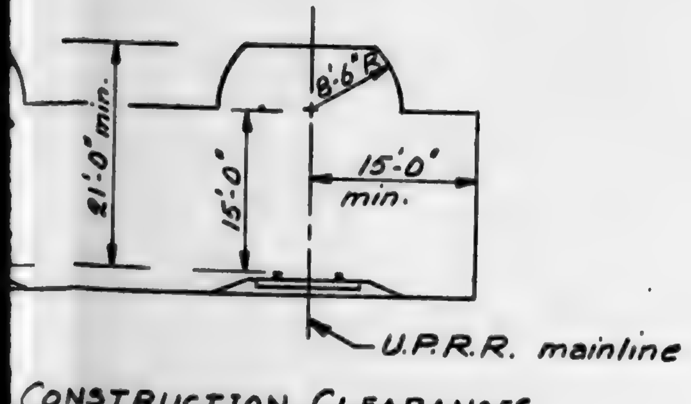

8'-6" R
8'-6" R
9'-6" min.
15'-0"
21'-0" min.
15'-0"
Spur line

RAILROAD CONSTRUCTION CLE

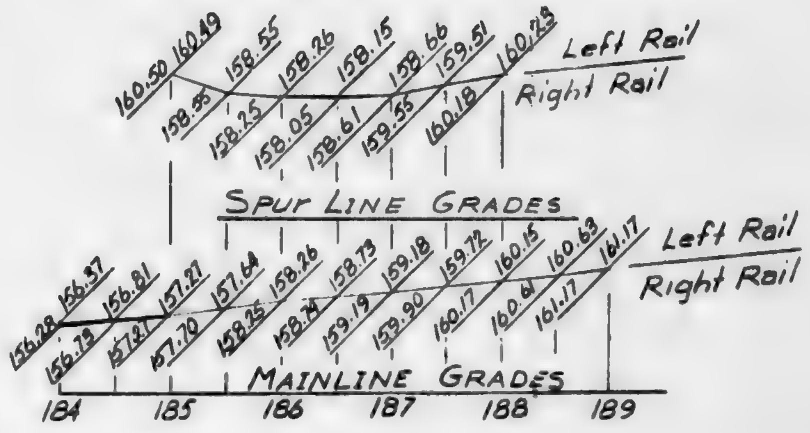

Girder Span
86'-0" Cont. Steel Girder Span
Steel Girder Spans
-0"
Stage I 56'-0"
30'-0"
56'-0"
26'-0"
30'-0"
56'-0" Stage III
34'-0" min.
"L" ℄
34'-0" min.
'47 DE' 103+76.46 P.R.C.
45.42'
45.42'
47.25'
47.25'
47.25'
'47 DE' 104+02.86 P.O.T. = '47 DE' 104+35.79 P.T. (1.49 Lt.)
R=65'
Δ=52.30°
34'-0" min.
'47 DE' 103+17.13 P.C.
R = 65'
Δ = 52.30°
℄ 47th Ave.
S 1°32'53" W


℄ Existing Benfield
"L" ℄
34'-0" min. cl.
34'-0" min. cl.
14'-9½" min. cl.
℄ stage III falsework bent
℄ stage I falsework bent

ION

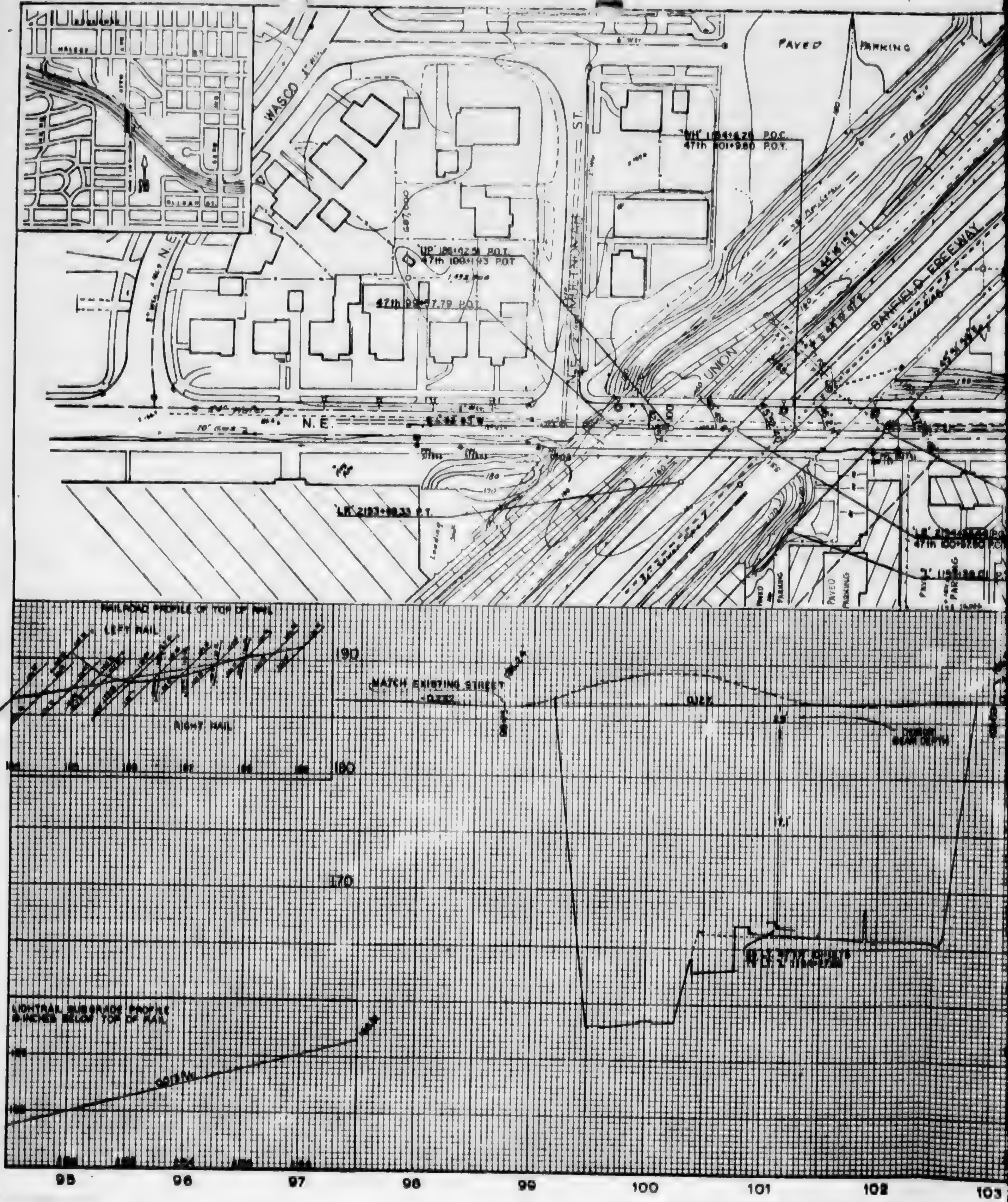

21'-0" min.
8'-6"
15'-0"
15'-0" min.
U.P.R.R. mainline

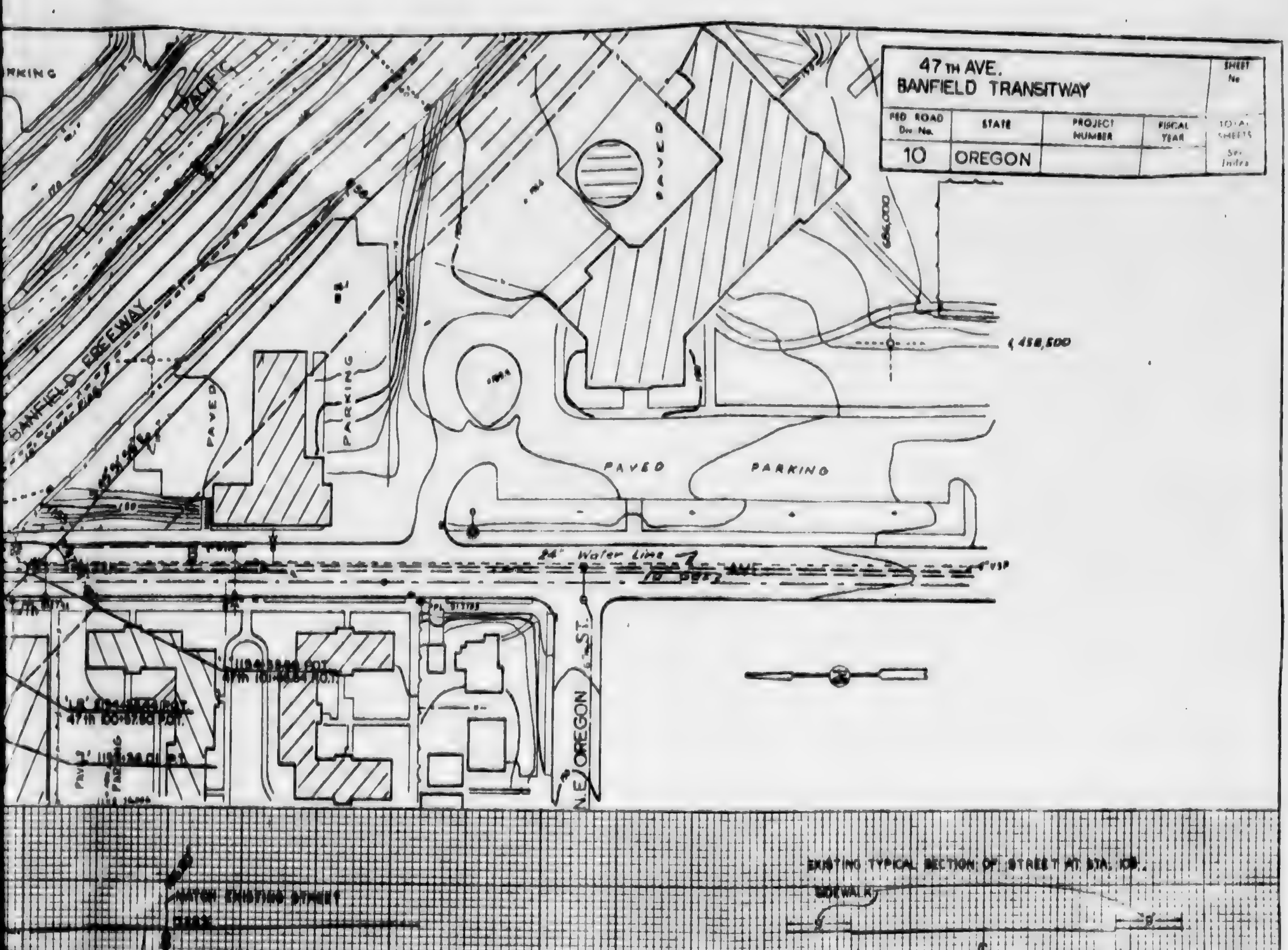
CONSTRUCTION CLEARANCES


160.50
160.49
158.55
158.26
158.15
158.66
159.51
160.23
Left Rail
Right Rail
158.55
158.25
158.05
158.61
159.55
160.18
Spur Line Grades
156.28
156.37
156.81
157.21
157.64
158.26
158.73
159.18
159.72
160.15
160.63
161.17
Left Rail
Right Rail
156.73
157.21
157.70
158.25
158.74
159.19
159.90
160.17
160.61
161.17
Mainline Grades
184
185
186
187
188
189

RAILROAD PROFILE GRADES

APPROVED: ____ P.E. BRIDGE ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED P. Anderson DRAWN P. Anderson CHECKED REVIEWED REVIEWED CALC. BOOK	47th AVENUE DETOUR STRUCTURE
DATE / REVISION	P.U.C. PLAN & ELEVATION
	DATE 2-5-82 SHEET 2 OF 2 BRIDGE NO. 7024A DRAWING NO. 36448


WASCO ST.
N.E.
ST.
PAVED PARKING
"WH" 1194+6.20 P.O.C.
47th 101+9.80 P.O.T.
"UP" 186+42.51 P.O.T.
47th 100+1.93 P.O.T.
47th 99+7.79 P.O.T.
UNION
BANFIELD FREEWAY
"LR" 2193+98.33 P.T.
47th 100+67.80 P.O.T.
Loading
PAVED PARKING
RAILROAD PROFILE OF TOP OF RAIL
LEFT RAIL
RIGHT RAIL
190
180
170
MATCH EXISTING STREET
-0.77%
0.12%
17.1'
GIRDER BEAM DEPTH
LIGHTRAIL SUBGRADE PROFILE
9 INCHES BELOW TOP OF RAIL
95
96
97
98
99
100
101
102
103


RKING
PACIFIC
BANFIELD FREEWAY
PAVED
PARKING
PAVED
PAVED PARKING
24" Water Line
N.E. OREGON ST.
PARKING
458,500
EXISTING TYPICAL SECTION OF STREET AT STA. 10_
SIDEWALK
9'
16'
℄
6'
20'
EXISTING TYPICAL SECTION OF STRUCTURE AT STA. 100
SUPERCHART OF HIGHWAY
LT. OF ℄
RT. OF ℄
80'V.C.
0.48%
800 V.C.
PROFILE OF HIGHWAY 3' INSIDE OF CENTERLINE
1.30%
MATCH EXISTING STREET
102
103
104
105

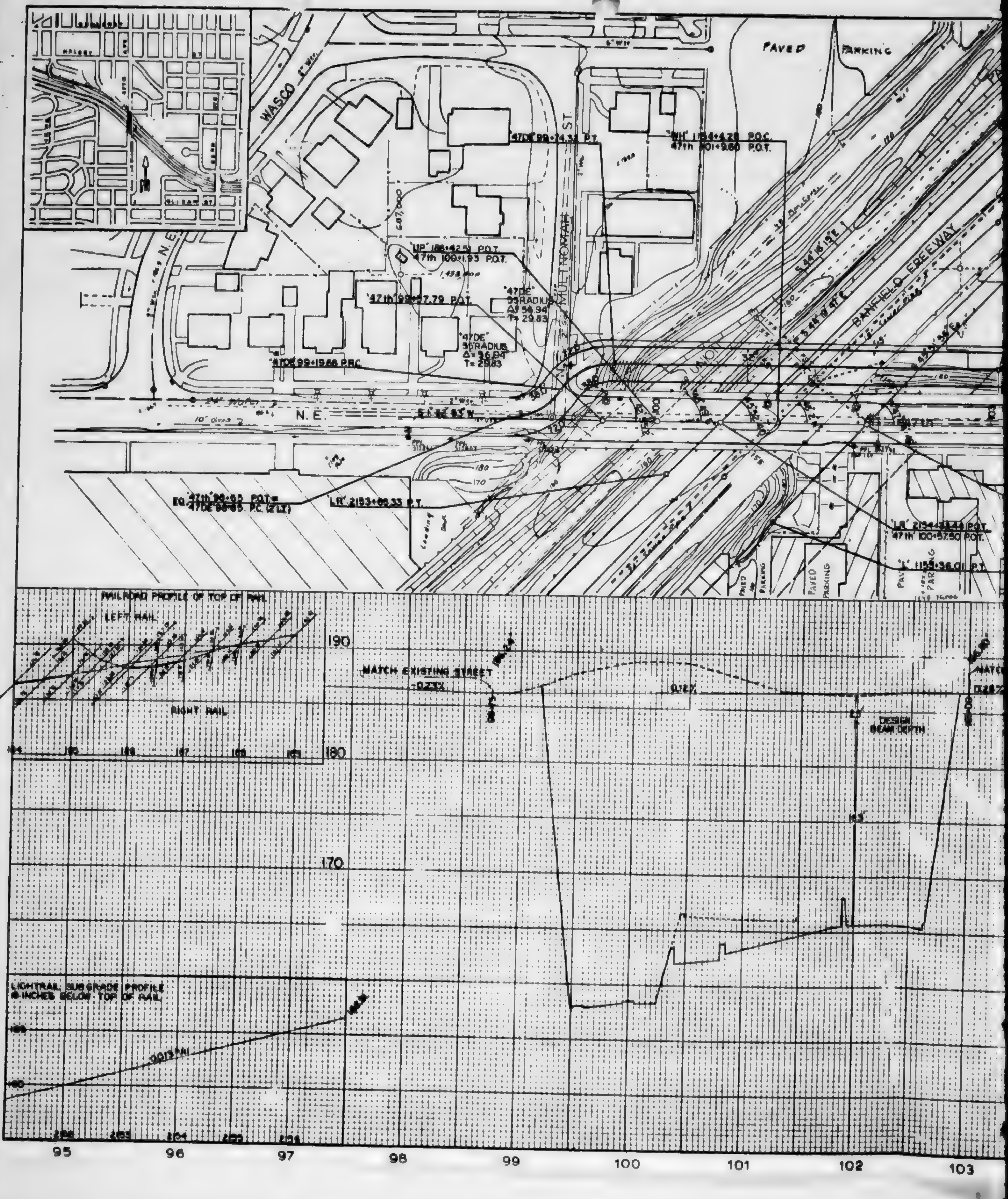
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

47 TH AVE.
BANFIELD TRANSITWAY

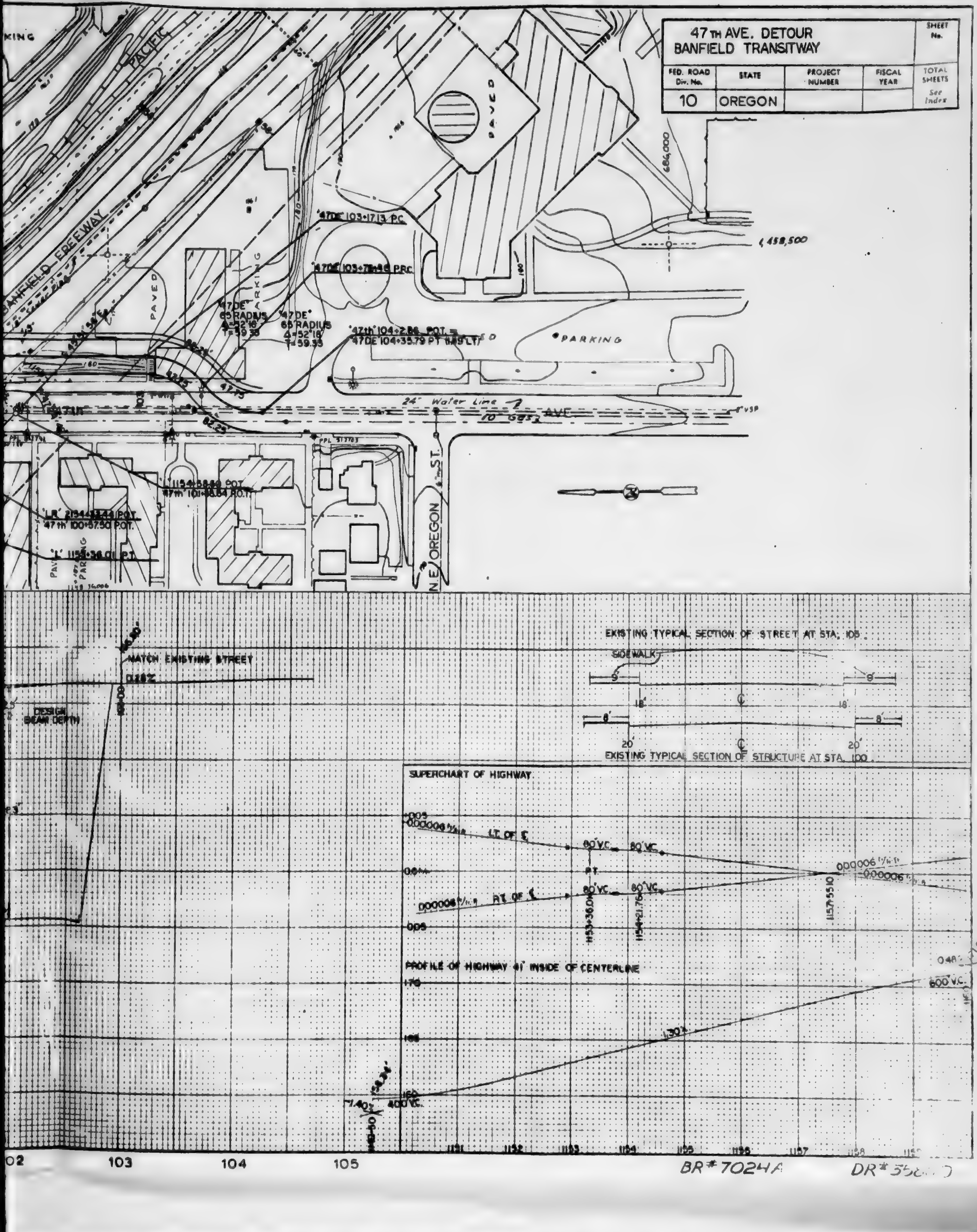
SHEET No

BR*7024A

DR*35839


WASCO
N.E.
HALSEY
GLISAN ST
PAVED PARKING
MULTNOMAH ST.
"47DE" 99+74.34 P.T.
"WH" 1154+6.78 P.O.C.
47th 101+9.60 P.O.T.
"UP" 186+42.51 P.O.T.
47th 100+1.93 P.O.T.
"47th" 99+57.79 P.O.T.
"47DE" 55 RADIUS Δ= 56.94 T= 29.83
"47DE" 55 RADIUS Δ= 56.94 T= 29.83
"47DE" 99+19.66 P.R.C.
S 44°16'19" E
S 44°19'47" E
BANFIELD FREEWAY
UNION
N.E.
S 1°32'53" W
24" Water
10" Gas
"47th" 96+65 P.O.T.= EQ. "47DE" 96+65 P.C. (2 LT)
"LR" 2153+66.33 P.T.
Loading Dock
"LR" 2154+33.44 P.O.T.
47th 100+57.50 P.O.T.
"L" 1155+36.01 P.T.
PAVED PARKING
PAVED PARKING
PAVED PARKING
RAILROAD PROFILE OF TOP OF RAIL
LEFT RAIL
RIGHT RAIL
190
180
170
MATCH EXISTING STREET
-0.23%
0.12%
0.28%
MATCH
DESIGN BEAM DEPTH
16.5'
LIGHTRAIL SUBGRADE PROFILE 8 INCHES BELOW TOP OF RAIL
0.013%
95
96
97
98
99
100
101
102
103

47TH AVE. DETOUR BANFIELD TRANSITWAY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



KING
PACIFIC
BANFIELD FREEWAY
PAVED
PARKING
"47DE" 103+17.13 P.C.
"47DE" 103+78.96 P.R.C.
"47DE" 65 RADIUS Δ=52°18' T=59.38
"47DE" 65 RADIUS Δ=52°18' T=59.33
"47th" 104+2.86 P.O.T. = "47DE" 104+35.79 PT (49 LT.)
PARKING
24" Water Line
10" G&S AVE.
1154+58.89 P.O.T. = 47th 101+18.64 P.O.T.
"LR" 2134+33.43 P.O.T. = 47th 100+57.90 P.O.T.
"L" 1153+36.01 P.T.
N.E. OREGON ST.
684,000
458,500
MATCH EXISTING STREET
0.28%
DESIGN BEAM DEPTH
EXISTING TYPICAL SECTION OF STREET AT STA. 105
SIDEWALK
9'
18'
18'
8'
20'
20'
EXISTING TYPICAL SECTION OF STRUCTURE AT STA. 100
SUPERCHART OF HIGHWAY
.005
0.00006'/ft./ft.
LT. OF ℄
80' V.C.
80' V.C.
P.T.
0.0
RT. OF ℄
0.00006'/ft./ft.
1153+36.01
1154+21.76
1157+55.10
0.00006'/ft./ft.
.005
PROFILE OF HIGHWAY 41' INSIDE OF CENTERLINE
170
165
160
1.30%
-1.40%
400' V.C.
0.48%
1.99
600' V.C.
1151
1152
1153
1154
1155
1156
1157
1158
1159
102
103
104
105

BR* 7024A

DR* 55[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
DES 23
7024A
7030A

March 2, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: NE 47th Avenue Undercrossing
NE 74th Avenue Undercrossing
NE39th Avenue-NE 87th Avenue Section
Columbia River Highway (I-84)
Multnomah County
BRS 7024A, 7030A

RECEIVED
STATE HWY ENGR
MAR 3 '82
REFER TO
Metro
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3-4 cy to w/ orig atts.

Enclosed are five reduced prints of Drawings 36447, 36448, 35859, 35860, 36442 and 35866 which are the preliminary plan and elevation and vicinity maps for the 47th Avenue and detour, and 74th Avenue structures. Also enclosed are copies of the preliminary 47th Avenue foundation report. The Final foundation reports for 47th Avenue and 74th Avenue will be forwarded when they become available.

These two structures in the Banfield Transitway project carry city street traffic across the Union Pacific Railroad, Light Rail trackway, and the proposed Banfield Freeway reconstruction. Roadway geometry is established to provide for the above while maintaining the existing city street widths. The existing north abutment of the 47th Avenue structure will be utilized, but the remainder of the structure is to be rebuilt. The 74th Avenue structure is to be rebuilt south of the UPRR, the existing structure to the north of the UPRR is to remain in place.

A detour structure is required at 47th Avenue, while 74th Avenue can be closed to traffic during construction. Precast concrete members are used throughout to reduce construction problems over railroad and Banfield traffic and minimize costs.

RECEIVED
STATE HWY ENG
MAR 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Estimated costs based on approximate quantities and including an allowance for engineering and contingencies are:

47th Avenue	$1,403,000
47th Avenue Detour	$378,000
74th Avenue	$492,000

We request your approval of these preliminary submittals.

JEB:jrb

Enclosures

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1
R. N. Bothman /w/ 2
E. L. Hardt /w/ 1
R. A. Sandmann /w/ 16 and 1 construction sequence

9574

3-82

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT
(Supplement to Dames and Moore Acoustics Technical Report, August, 1980)

53rd-59th Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

March 1982

10335
Anthony J George Jr
July 13, 1979
ANTHONY J. GEORGE JR.

TABLE OF CONTENTS

Page

SUMMARY i

INTRODUCTION 1

PROJECT DESCRIPTION 1

TRAFFIC NOISE IMPACTS AND MITIGATION 2

MITIGATION OF CONSTRUCTION NOISE IMPACTS 4

LOCAL COORDINATION 4

LIST OF PREPARERS 5

APPENDIX A

APPENDIX B

APPENDIX C

APPENDIX D

53rd-59th Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 53rd-59th Avenue section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Future (1990) exterior noise levels at nineteen residential structures (15 single family, 4 multi-family) located along the subject section of the Banfield Transitway are predicted to vary from Leq 67-73 dBA (see Figure 3), which would exceed the FHWA exterior design noise level of Leq 67 dBA. These 19 residential structures house 32 dwelling units.

A 12 to 14 foot high concrete wall, 1195 feet in length, is recommended for construction in this section to mitigate noise levels at 19 affected structures. The 1195 foot long wall would reduce noise levels 6 to 12 dBA at the affected properties. The FHWA exterior design noise level would be achieved at all nineteen residential structures.

Estimated cost of the recommended sound wall is $270,000 with a cost per dBA reduction per dwelling unit of $900. This wall exceeds the cost estimated in the Acoustics Technical Report by $52,000.

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressely superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 53rd-59th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 53rd-59th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific Railroad. The alignment of the freeway would be shifted approximately 30 feet south in this section to allow for the new light rail system. A new eastbound off ramp would be constructed at 58th Avenue. N.E. Hoyt Street would be realigned further south to allow for the southward expansion of the freeway. The freeway between 53rd Avenue and Station 1181+80 would be in a cut section, with a 3 to 19 foot retaining wall supporting the embankment south of the cut section.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is between 53rd and 59th Avenues, bordered by N.E. Hoyt Street and the Banfield Freeway on the north and N.E. Glisan Street on the south. All the first row structures along N.E. Hoyt Street within the study area (see Figure 2), are residential structures (15 single family, 4 multi-family). Since all the front row structures have backyards with exterior activity areas, the FHWA exterior design noise level of Leq 67 dBA applies. All of the 19 structures, which house a total of 32 dwelling units, are predicted to be exposed to traffic noise levels which exceed the FHWA exterior design noise level. The second row of structures fronting N.E. Glisan Street are all commercial structures, which are subject to the FHWA commercial design noise level of Leq 72 dBA. None of the commercial structures will be exposed to noise levels that exceed the design noise level of Leq 72 dBA. An ODOT regional office building, which houses the Metropolitan Branch of ODOT, is situated at the east end of the study area. The FHWA commercial design noise level is not exceeded at the ODOT regional office building because the portion of the building facing the freeway only houses storage and shop areas, neither of which are noise sensitive activities.

The 19 impacted residential structures in the subject section are all wood frame structures (see Figure 3). Twelve of the 19 residences are two-story structures. Predicted exterior noise levels at the affected residential structures vary from Leq 67 dBA to Leq 73 dBA. Individual predicted noise levels at each of the 19 structures are given in Figure 3.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B.

The concrete wall recommended for construction in this roadway section would be 12 to 14 feet in height and 1195 feet in length (see Figure 3). The wall would begin at the 53rd Avenue bridge end (Station 1174+25 Rt.) and extend eastward as an increased height retaining wall to Station 1181+80 Rt., where the retaining wall, already proposed in this section, would end. From Station 1181+80 Rt. to Station 1185+70 Rt. the wall would be a freestanding wall on the roadway shoulder. The freestanding wall would be located along the 58th Avenue eastbound off-ramp, and would maintain the curve alignment of the ramp. The profile and cross sections of the recommended sound wall are shown in Figures 4 and 5. The top of barrier elevations are given in Table 3.

The estimated cost of the sound wall is $270,000, with a cost per dwelling unit of $8500 and a cost per dBA reduction per dwelling unit of $900. The estimated cost includes $147,000 for increasing the height of the retaining wall for 775 feet, and $123,000 for 440 feet of freestanding wall. The cost estimates do not include the cost of a safety barrier, since one has already been included in the design for this section of the project.

The predicted noise reductions at the affected residences with the recommended wall are given in Figure 3. The resultant noise levels will achieve the FHWA exterior design noise level, with the recommended wall, therefore exceptions to the achievement of the design noise level will not be required.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

Appendix A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 53rd-59th Avenue Road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of the validation are presented in Table 3.

During the field investigation, it was found that all of the affected residences in the subject section had backyard activity areas that would be exposed to traffic noise above the design noise level of Leq 67 dBA. Subsequently, the exterior noise levels were studied for impacts and possible mitigation.

The construction of a noise barrier 10 feet in height and 1090 feet in length was recommended in the Acoustic Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation into the project plans and specifications.

TRAFFIC

The traffic data used for noise predictions in the 53rd-59th Avenue road segment is listed in Appendix D of the Acoustics Technical Report. Supplemental predictions for adjacent ramps and streets affecting noise levels in the subject section were computed by the Oregon Department of Transportation. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to detemine future traffic noise levels. The measurement was taken at 5506 Hoyt Street (see Figure 2) near the corner of 55th Avenue and Hoyt Street. The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the front yard at a height of 5 feet above the ground.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurement, and was found to be slightly lower than the predicted level. Even though the predicted level was slightly higher than the measured noise level, the model was assumed to be valid. If anything, the model would be conservative and overpredict traffic noise levels. Therefore, no adjustments to the model were made.

ALTERNATIVE MITIGATION MEASURES

In order to mitigate noise impacts at the nineteen residences identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the folowing noise abatement measures were investigated for feasibility:

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation

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* Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore, no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of this portion of the roadway is already designed partially in a cut section. The embankment and retaining wall between Stations 1174+25 and 1181+80 will partially shield the affected residences in the project section from eastbound traffic on the Banfield Freeway. Also, the 58th Avenue westbound on ramp is designed in a cut section, virtually eliminating traffic noise from that source. Since this portion of the project already incorporates these noise mitigation features, no further changes in the vertical alignment are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustic Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Concrete noise walls were the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

Concrete walls can be constructed with either concrete block, precast concrete panels, or cast-in-place concrete. Construction costs are approximately the same for any of these walls. Three alternative height and length wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

The 12 to 14 foot wall recommended for construction in this section would offer full mitigation to the 19 affected residential structures.

The alternative walls studied are discussed in detail below. Related information on the walls is contained in Table 4.

Higher Freestanding Wall/Retaining Wall Extension

A higher sound wall of the same type and location as the recommended wall was investigated. The wall would vary in height from 17 to 19 feet, (5 feet higher than the recommended wall), and would also be constructed as an extension of the retaining wall for 755 feet, and as a freestanding wall for 440 feet.

It was found that increasing the height of the sound wall to 17-19 feet would provide an additional 3 dBA reduction in noise levels at the affected residences. Increasing the height to more than 19 feet was not considered feasible.

While the 17 to 19 foot high wall would offer a significant difference in noise levels over the recommended 12 to 14 foot high wall, the estimated cost of the 17 to 19 foot high wall, $400,000, is $130,000 more than the estimated cost of the recommended 12 to 14 foot high wall. The benefit of an additional 3 dBA reduction in noise levels was judged to be outweighed by the additional $130,000 construction cost, since the FHWA design noise level would be achieved at all the residential structures with the lower wall. Therefore, the 17 to 19 foot high wall was not recommended.

Freestanding Wall/Retaining Wall Extension, Constructed as Two Barriers with overlap.

A sound wall constructed in two sections, one section along the roadway and ramp shoulder and a second section in the gore area of the 58th Avenue Interchange, was investigated. The 955 foot long section along the roadway and ramp section would be constructed partially as an extension of the retaining wall and partly as a freestanding wall. The 330 foot long section of wall in the gore area of the 58th Avenue Interchange would be a freestanding wall constructed at the shoulder of the main roadway, just east of the 58th Avenue off ramp.

The noise reduction properties of the two-section wall would be nearly the same as the recommended wall. The cost, $290,000 would compare favorably with the $270,000 cost of the recommended wall. However, the two-section wall was not considered to be as aesthetically pleasing as the recommended wall. The recommended wall follows the curvature of the 58th Avenue off ramp, and gradually recedes from the main roadway. The section of two-piece wall located in the gore area off the main roadway shoulder would appear obtrusive and detract from the uniform appearance of the freeway. For this reason the two-section wall was considered impractical and not recommended.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
53rd-59th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (39th-57th)	1990	6080	570	51
Banfield (57th-60th)	1990	5350	520	52
58th Ave. offramp (EB)	1990	500	30	30
58th Ave. onramp (WB)	1990	750	45	30

TABLE 2

Banfield Transitway Noise Study
53rd-59th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.)			
					Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	10:30 a.m. 10-16-81	67	70	85 ft.	4775	176	142	55

TABLE 3

Banfield Transitway Noise Study
53rd-59th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(12 to 14 Foot Wall)

Station	Elevation
1174+25 (Beginning of stepped transition section)	Tie into bridge end as appropriate
1174+55 (End of stepped transition section)	215º
1181+80 (End of retaining wall extension-Beginning of freestanding wall)	215º
1185+40 (End of full height wall-Beginning of stepped transition section)	215º
1185+70 (End of stepped transition section)	209º

TABLE 4

Banfield Transitway Noise Study
53rd-59th Avenues (south)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall	Type	Location	Length	Height	Interior Leq No Wall	Interior Leq With Wall	Reduction	Cost	Cost per dwelling unit	Cost per dBA Reduction per dwelling unit	Recommended
1	Freestanding wall/ Retaining wall extension	1174+25- 1185+70 Rt.	1195'	12-14'	62-68	52-63	2-12	$270,000	$8,400	$900	Yes
2	Freestanding wall/ Retaining wall extension	1174+25- 1185+70 Rt.	1195'	17-19'	62-68	51-60	5-15	$400,000	$12,500	$1,000	No
3	Overlapping walls	1174+25- 1183+80 and 1182+95- 1186+25 Rt.	1285'	12-14'	62-68	52-62	4-12	$290,000	$9,100	$1,000	No

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

Banfield Transitway Noise Study
53rd-59th Avenues (South)
Columbia River Highway
Multnomah County

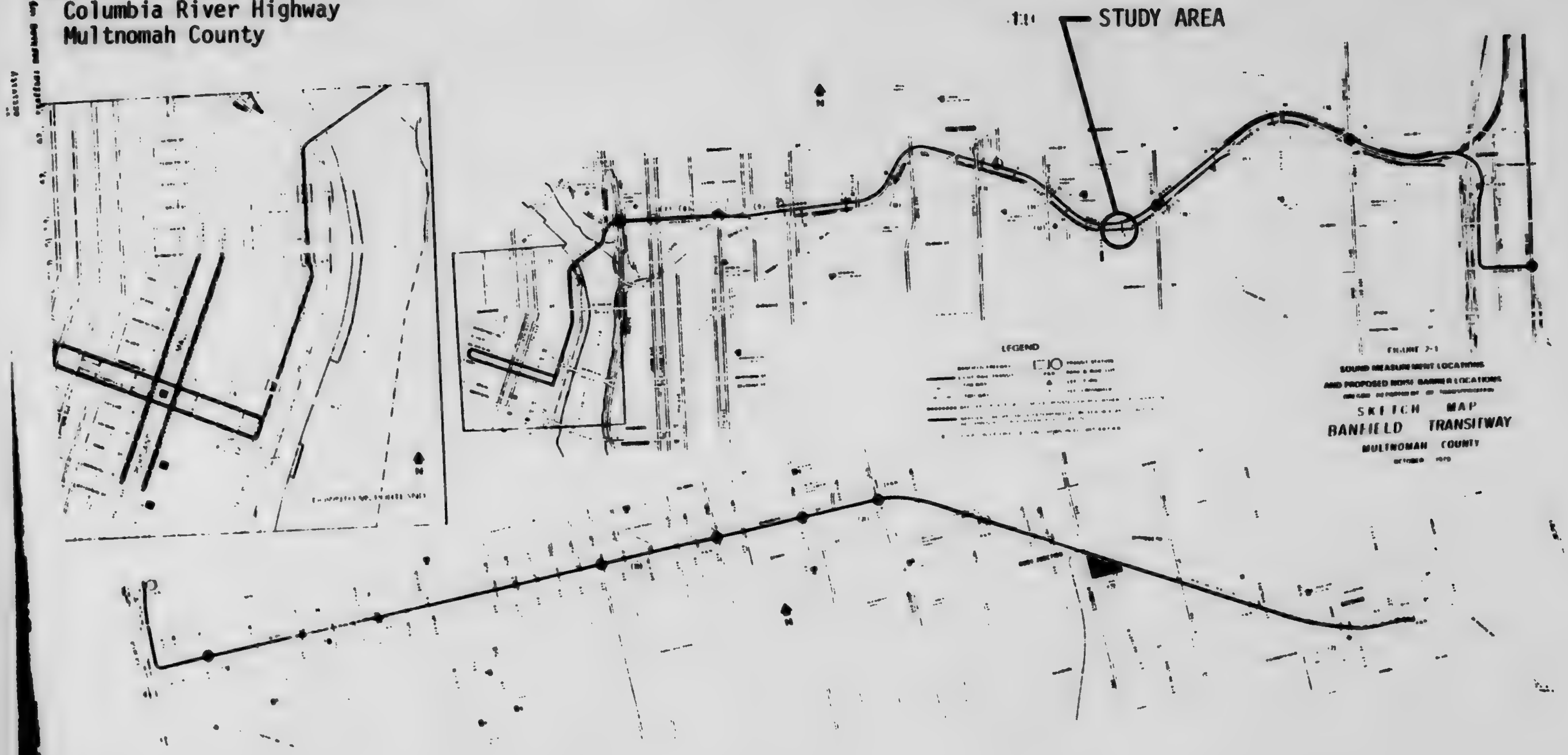
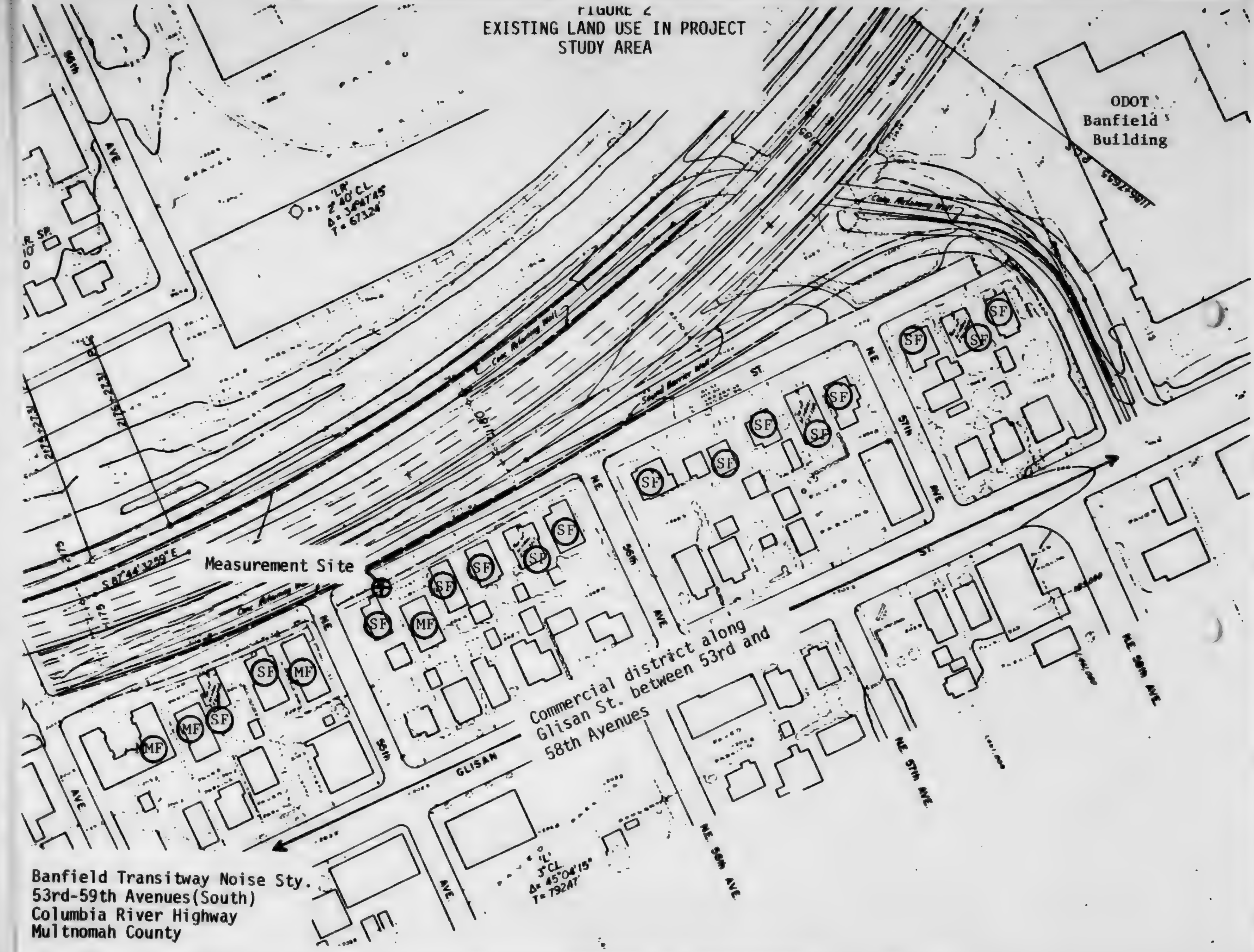

STUDY AREA
LEGEND
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
N
N
N

FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA

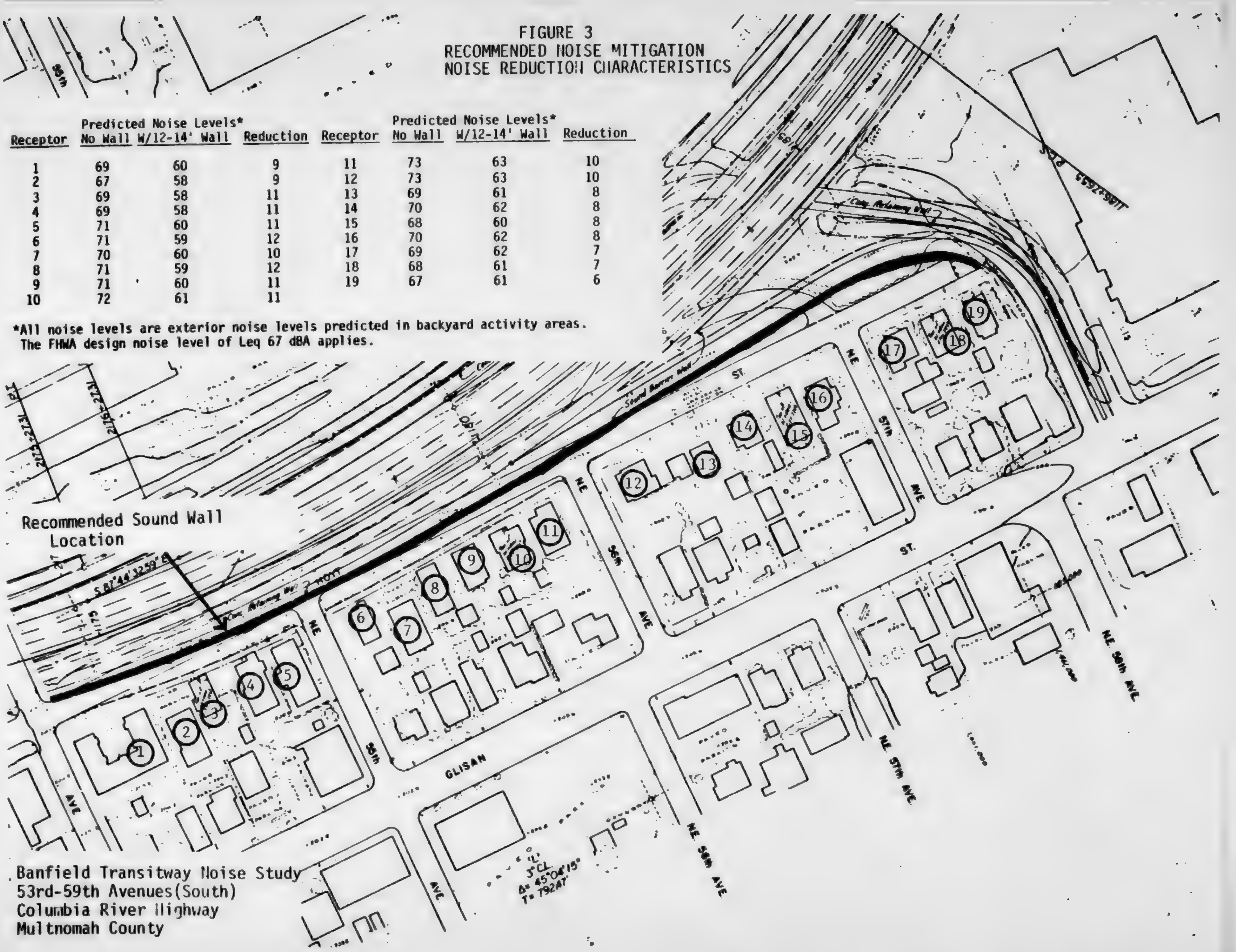

ODOT
Banfield
Building
Measurement Site
Commercial district along
Glisan St. between 53rd and
58th Avenues
SF
MF
NE 58th AVE.
NE 57th AVE.
NE 56th AVE.
NE 57th AVE
NE 56th AVE
NE 55th AVE
56th AVE.
GLISAN
ST.
Conc. Retaining Wall
Sound Barrier Wall
S 87°44'32.59" E
"LR" 2°40' C.L.
Δ= 34°47'45"
T= 673.24'
"L" 3° C.L.
Δ= 45°04'15"
T= 792.47'

Banfield Transitway Noise Sty.
53rd-59th Avenues(South)
Columbia River Highway
Multnomah County

FIGURE 3
RECOMMENDED NOISE MITIGATION
NOISE REDUCTION CHARACTERISTICS

Receptor	Predicted Noise Levels* No Wall	Predicted Noise Levels* W/12-14' Wall	Reduction	Receptor	Predicted Noise Levels* No Wall	Predicted Noise Levels* W/12-14' Wall	Reduction
1	69	60	9	11	73	63	10
2	67	58	9	12	73	63	10
3	69	58	11	13	69	61	8
4	69	58	11	14	70	62	8
5	71	60	11	15	68	60	8
6	71	59	12	16	70	62	8
7	70	60	10	17	69	62	7
8	71	59	12	18	68	61	7
9	71	60	11	19	67	61	6
10	72	61	11				

*All noise levels are exterior noise levels predicted in backyard activity areas. The FHWA design noise level of Leq 67 dBA applies.



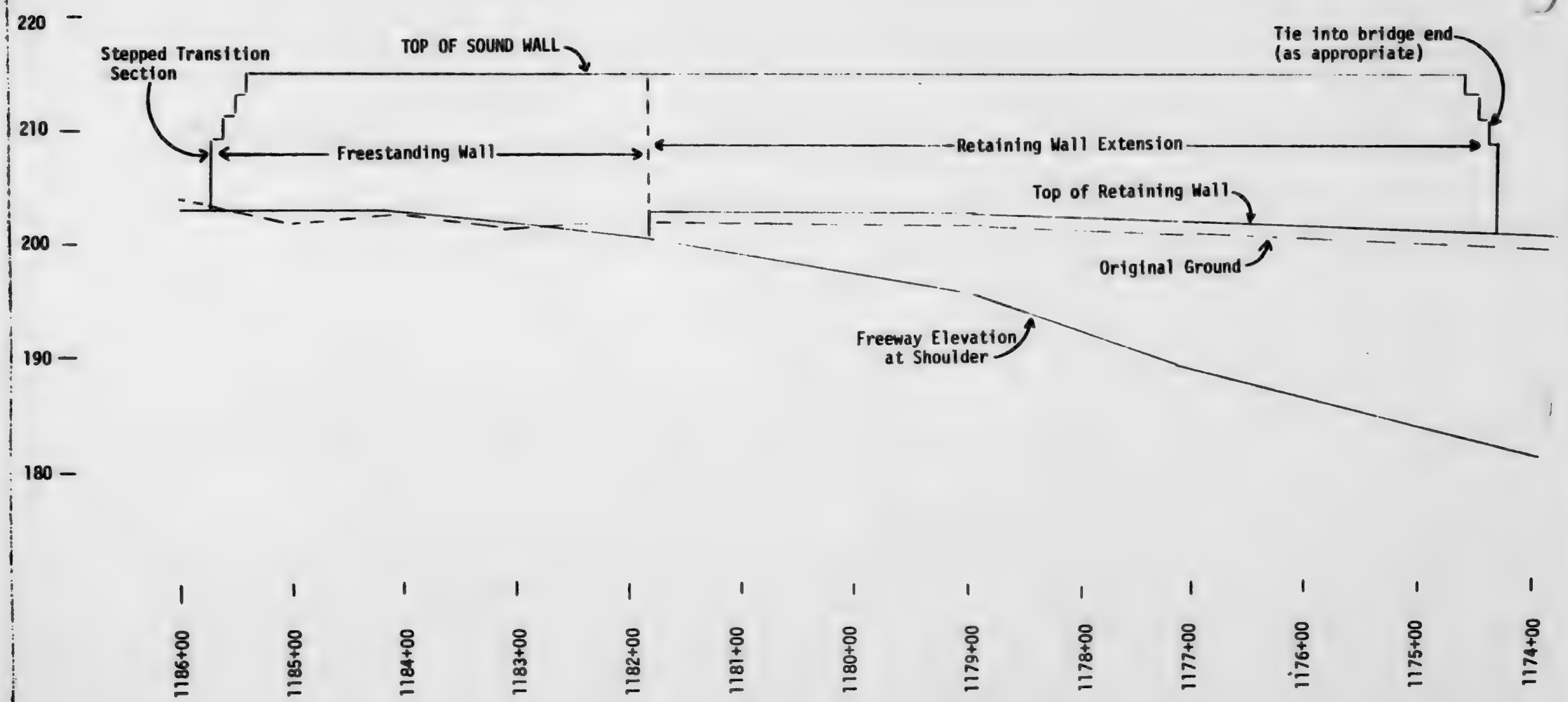
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
Sound Barrier Wall
NE 55th AVE
NE 56th AVE
NE 57th AVE
NE 56th AVE
NE 57th AVE
NE 58th AVE
GLISAN ST.

Recommended Sound Wall Location

Banfield Transitway Noise Study
53rd-59th Avenues(South)
Columbia River Highway
Multnomah County

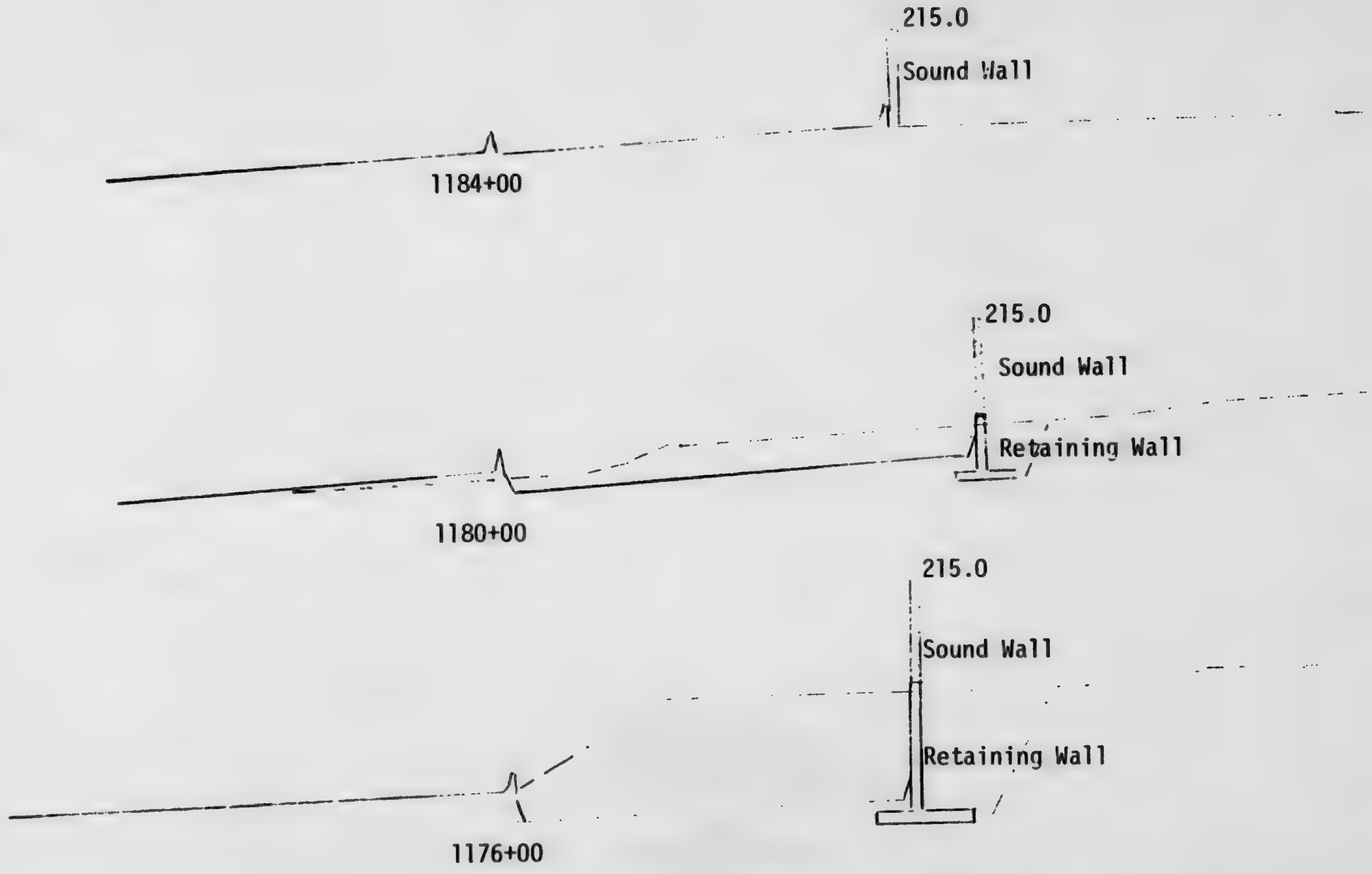
FIGURE 4
RECOMMENDED NOISE BARRIER
PROFILE

Banfield Transitway Noise Study
53rd-59th Avenues(South)
Columbia River Highway
Multnomah County



220
210
200
190
180
Stepped Transition Section
TOP OF SOUND WALL
Tie into bridge end (as appropriate)
Freestanding Wall
Retaining Wall Extension
Top of Retaining Wall
Original Ground
Freeway Elevation at Shoulder
1186+00
1185+00
1184+00
1183+00
1182+00
1181+00
1180+00
1179+00
1178+00
1177+00
1176+00
1175+00
1174+00

FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


215.0
Sound Wall
1184+00
215.0
Sound Wall
Retaining Wall
1180+00
215.0
Sound Wall
Retaining Wall
1176+00

Banfield Transitway Noise Stuc
53rd-59th Avenues(South)
Columbia River Highway
Multnomah County

9594 3-82

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

49th-53rd Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

March, 1982

REGISTERED PROFESSIONAL ENGINEER
10335
Anthony J George Jr.
OREGON
JULY 13, 1979
ANTHONY J. GEORGE JR.

TABLE OF CONTENTS

Page

SUMMARY i

INTRODUCTION 1

PROJECT DESCRIPTION 1

TRAFFIC NOISE IMPACTS AND MITIGATION 2

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 4

MITIGATION OF CONSTRUCTION NOISE IMPACTS 4

LOCAL COORDINATION 5

LIST OF PREPARERS 6

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report
49th-53rd Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 49th-53rd Avenue section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Fifteen residential structures (5 single family, 10 multi-family) located along the subject section of the Banfield Transitway are predicted to exceed the FHWA interior design noise level (Leq 52 dBA). The 15 residential structures contain 45 dwelling units. The predicted interior noise levels at the affected residences range from Leq 56-69 dBA (see Figure 3).

A 6 to 13 foot high sound wall, 755 feet in length, is recommended for construction in this section to mitigate traffic noise levels at the 15 affected residences. The sound wall would reduce noise levels 4 to 12 dBA in the first floor interiors, 1 to 5 dBA in the second floor interiors, and 1 to 5 dBA in the third floor interiors.

Estimated cost of the recommended sound wall is $150,000, with a cost per dBA reduction per dwelling unit of $460. This wall was the most cost effective of all the alternatives studied. The cost of this wall would be approximately $81,000 less than the cost estimated in the Acoustics Technical Report.

There are presently two alignment alternatives being studied for the relocation of the street connecting Irving Street with Hoyt Street (see Figure 2). The alternative presently being advanced would relocate the street on the east side of the Providence Hospital parking structure. The second alternative would relocate the street adjacent to the Banfield Freeway. The sound wall

alternative chosen could be constructed with either of the relocation alternatives. The only change in the sound wall design would be that 450 feet of safety barrier, at a cost of $9,000, may be required on the Hoyt Street side of the sound wall with the second relocation alternative.

TABLE 4

Banfield Transitway Noise Study
49th-53rd Avenues (South)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Wall Location	Height	Length	Interior LEQ No Wall	Interior LEQ with wall	Re-duction	Wall Cost	Cost per dwelling unit	Cost per dBA Reduction per dwelling unit	Recommended
Freestanding wall/retaining wall extension	1166+20-1173+75 Rt.	6-13'	755'	56-69	50-67	1-12	$150,000	$3300	$460	Yes*
Freestanding wall/retaining wall extension	1166+20-1173+75 Rt.	8-15'	755'	56-69	49-66	2-13	$180,000	$4000	$480	No
Freestanding wall/retaining wall extension	1166+20-1173+75 Rt.	10-17'	755'	56-69	48-65	3-14	$210,000	$4700	$495	No
Freestanding wall only	1166+20-1173+75 Rt.	6-13'	755'	56-69	50-67	1-12	$175,000	$3900	$540	No
Freestanding wall only	1166+20-1173+75 Rt.	8-15'	755'	56-69	49-66	2-13	$210,000	$4700	$560	No
Freestanding wall only	1166+20-1173+75 Rt.	10-17'	755'	56-69	48-65	3-14	$235,000	$5200	$550	No

*If the street connecting Irving and Hoyt Streets is relocated adjacent to the freeway, the cost of this wall will increase by $9000 for 450 lineal feet of safety barrier. Four additional residences will be taken for right-of-way, thus changing the cost effectiveness calculations to $5300 per dwelling unit and $910 per dBA reduction per dwelling unit.

Banfield Transitway Final Noise Study Report
49th-53rd Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 49th-53rd Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 49th-53rd Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 50 feet in this section to allow for the new light rail system. The easterly 600 feet of the subject section will be in a cut section, supported by a retaining wall. The existing street connecting N.E. Irving and N.E. Hoyt Streets will be removed, and replaced by a new street.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is composed of the area between 49th and 53rd Avenues, bordered by N.E. Irving Street and the Banfield Freeway on the north, and by N.E. Glisan Street on the south (see Figure 2). A total of fifteen residential structures (five single family, 10 multi-family), containing 45 dwelling units, are predicted to exceed the FHWA interior design noise level of Leq 52 dBA. Predicted noise levls at the exterior of the structures, without mitigation, range from Leq 66 dBA to Leq 79 dBA. Predicted noise contours in the Acoustics Technical Report are assumed to be accurate. The number of impacted residences in this report differs from the Acoustics Technical Report because several residences in this area have been removed (see Figure 2).

The affected properties include seven three story structures, for two story structures, and four one story structures. Predicted interior noise levels range from Leq 56-59 dBA on the first floors, Leq 56-66 dBA on the second floors, and Leq 57-68 on the third floors. Individual noise levels at all the affected residences are given in Figure 3.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete south walls are found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete wall recommended for construction in this roadway section would be 6 to 13 feet in height and 755 feet in length. The wall would be a freestanding wall with traffic safety barrier, from Station 1166+20 Rt. to Station 1169+10 Rt. (290 feet). At Station 1169+10 Rt. the freestanding wall would connect to the proposed retaining wall. From Station 1169+10 Rt. to Station 1173+75 Rt. (465 feet), the height of the retaining wall would be increased to act as a sound wall. At Station 1173+75 Rt., the sound wall would tie into the 53rd Avenue structure, separating from the retaining wall as appropriate. A profile and cross sections of the recommended sound wall are shown in Figures 4 and 5 and the top of barrier elevations at key points along the wall are given in Table 3.

The estimated cost of the sound wall is $150,000 with a cost per dwelling unit of $3,300 and a cost per dBA reduction per dwelling unit of $460. The $150,000 cost includes $85,000 for the freestanding concrete wall and $65,000 to increase the height of the retaining wall. The cost of a safety barrier on the freeway side of the wall is already included in the project costs. This wall would eliminate the need for right-of-way fencing in this area.

There are presently two relocation alternatives being studied for the street connecting Irving Street with Hoyt Street (see Figure 2). The alternative presently being advanced would relocate the street on the east side of the Providence Hospital parking structure. The second alternative would relocate the street adjacent to the Banfield Freeway. The sound wall alternative chosen could be constructed with either of the relocation alternatives. The only change in the sound wall design, if the second relocation alternative is chosen, would be the addition of safety barrier on the Hoyt Street side of the sound wall. The safety barrier, which would cost $9,000 for 450 lineal feet, would protect the wall from vehicles traveling on Hoyt Street. However, due to the light traffic on this section of Hoyt Street, a safety barrier may not be required. The Bridge Design section will decide whether or not to include the safety barrier during the final design of the barrier.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA interior design noise level is requested for houses 1 through 15 in Figure 3, where the FHWA interior design noise level will still be exceeded when windows are open, even with the recommended mitigation. The FHWA interior design noise level of LEQ 52 dBA would be achieved on the first and second floors of houses 7, 8, and 9. However, since noise levels on the third floor of houses 7, 8, and 9 would still exceed the design noise level, an exception must be requested. The justification for choosing the 6 to 13 foot high wall is that it is the most cost effective of any of the barrier alternatives, and the design noise level would only be achieved at two more residences with an 8 to 15 foot high wall, and at three more residences with a 10 to 17 foot high wall. The extra cost for the 8 to 15 foot or the 10 to 17 foot high wall is considered to outweigh the small amount of additional mitigation that would be gained by constructing the higher walls. Additional information is contained in this report.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 49th-53rd Avenue road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

During the field investigation, it was found that none of the residences in this section had exterior activity areas adjacent to the freeway. Subsequently, only interior design noise levels were considered. Interior noise levels were predicted for each floor of the affected residences. This was done by predicting the exterior noise level at the top of window height, and subtracting a building reduction factor of 10 dBA, which is the value recommended by FHWA for wood frame structures with windows open.

The construction of a noise barrier 12 feet in height and 965 feet in length was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustical effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation.

TRAFFIC

The traffic data used for noise predictions in the 49th-53rd Avenue road segment is listed in Appendix D of the Acoustics Technical Reoprt (Table D-1 - 39th Avenue to 57th Avenue off-ramp). In this section, the primary noise contribution comes from the Banfield Freeway, so only those volumes were used in the noise analysis. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken at an apartment structure (see Figure 2). The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed on a second floor balcony at a height of 15 feet above the ground.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and was found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

ALTERNATIVE MITIGATION MEASURES

In order to mitigate noise impacts at the 15 residential structures identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

---

*Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical bacause such an action would be inconsistent with the overall project purpose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the project section is designed in both cut and fill sections. The west end of the section is in a 4 to 5 foot fill section, while the easterly 600 feet of the section is a cut section, supported by a retaining wall. The retaining wall and the cut slopes offer some reduction in noise levels by shielding the eastbound lanes from the affected residences. Since the proposed vertical alignment already offers some noise reduction, no further changes in vertical alignment are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Concrete walls were the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

Concrete walls can be constructed with either concrete block, precast concrete, or cast-in-place concrete. Construction costs are approximately the same for either type of wall. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 49th-53rd section, a concrete wall was judged to be the most feasible type of noise barrier. The barrier was only designed for partial mitigation to the impacted residences described in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report. Full mitigation to all the residences was judged unfeasible because walls 25 to 30 feet high would be required just to achieve the FHWA interior design noise level of LEQ 52 dBA on the first floor.

The alternatives studied are discussed in detail below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

Additional Height to the Recommended Freestanding Wall/Retaining Wall Extension

Adding additional height to the recommended wall described in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report and was evaluated as a possible mitigation alternative. Wall heights 2 feet higher and 4 feet higher than the recommended wall were analyzed for attenuation and cost. It was found that each successive 2 feet of wall height would only make a 1 to 2 dBA difference in noise levels at the affected residences. An 8 to 15 foot wall, which would be 2 feet higher than the recommended wall, would cost $180,000 an increase of $30,000 over the recommended wall. A 10 to 17 foot wall, which would be 4 feet higher than the recommended wall, would cost $210,000, an increase of $60,000 over the recommended wall. The additional attenuation that these higher walls would offer was judged to be outweighed by the increased cost of the higher wall, since none of the walls could achieve the design noise level at all of the residences. Therefore, the higher walls were not recommended for construction.

Freestanding Wall

Another sound wall alternative evaluated for the subject section was to construct a freestanding wall for the entire length of the barrier, instead of increasing the height of the retaining wall between Stations 1169+10 Rt. and 1173+75 Rt. The freestanding wall could be constructed approximately five feet behind the retaining wall. The noise reduction from the freestanding wall would be the same as for the selected sound wall alternative.

It was found that the freestanding wall would cost $15,000 more than the recommended alternative. The freestanding wall alternative would require the purchase of an additional strip of right-of-way, approximately 10 feet wide and 465 feet long, and it could not be constructed if the second Irving-Hoyt Street relocation alternative is chosen. For these reasons, the freestanding wall was not selected for construction.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
49th-53rd Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (49th-53rd)	1990	6080	570	51

TABLE 2

Banfield Transitway Noise Study
49th-53rd Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (LEQ dBA)	Predicted Noise Level (LEQ dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.) Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	1:30 p.m. 09-30-81	75	77	125 ft. (Banfield)	5067	162	267	55

TABLE 3

Banfield Transitway Noise Study
49th-53rd Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(6-13 Foot Wall)

Station	Elevation
1166+20 (Beginning of Freestanding Wall)	$188^{\underline{0}}$
1168+00	$189^{\underline{0}}$
1169+10 (End of Freestanding wall-Beginning of Retaining Wall Extension)	$191^{\underline{7}}$
1171+50	$205^{\underline{0}}$
1173+75 (Match into 53rd Avenue Structure as appropriate)	$206^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
49th-53rd Avenues (South)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Wall Location	Height	Length	Interior LEQ No Wall	Interior LEQ with wall	Re-duction	Wall Cost	Cost per dwelling unit	Cost per dBA Reduction per dwelling unit	Recommended
Freestanding wall/retaining wall extension	1166+20-1173+75 Rt.	6-13'	755'	56-69	50-67	1-12	$150,000	$3300	$460	Yes*
Freestanding wall/retaining wall extension	1166+20-1173+75 Rt.	8-15'	755'	56-69	49-66	2-13	$180,000	$4000	$480	No
Freestanding wall/retaining wall extension	1166+20-1173+75 Rt.	10-17'	755'	56-69	48-65	3-14	$210,000	$4700	$495	No
Freestanding wall only	1166+20-1173+75 Rt.	6-13'	755'	56-69	50-67	1-12	$175,000	$3900	$540	No
Freestanding wall only	1166+20-1173+75 Rt.	8-15'	755'	56-69	49-66	2-13	$210,000	$4700	$560	No
Freestanding wall only	1166+20-1173+75 Rt.	10-17'	755'	56-69	48-65	3-14	$235,000	$5200	$550	No

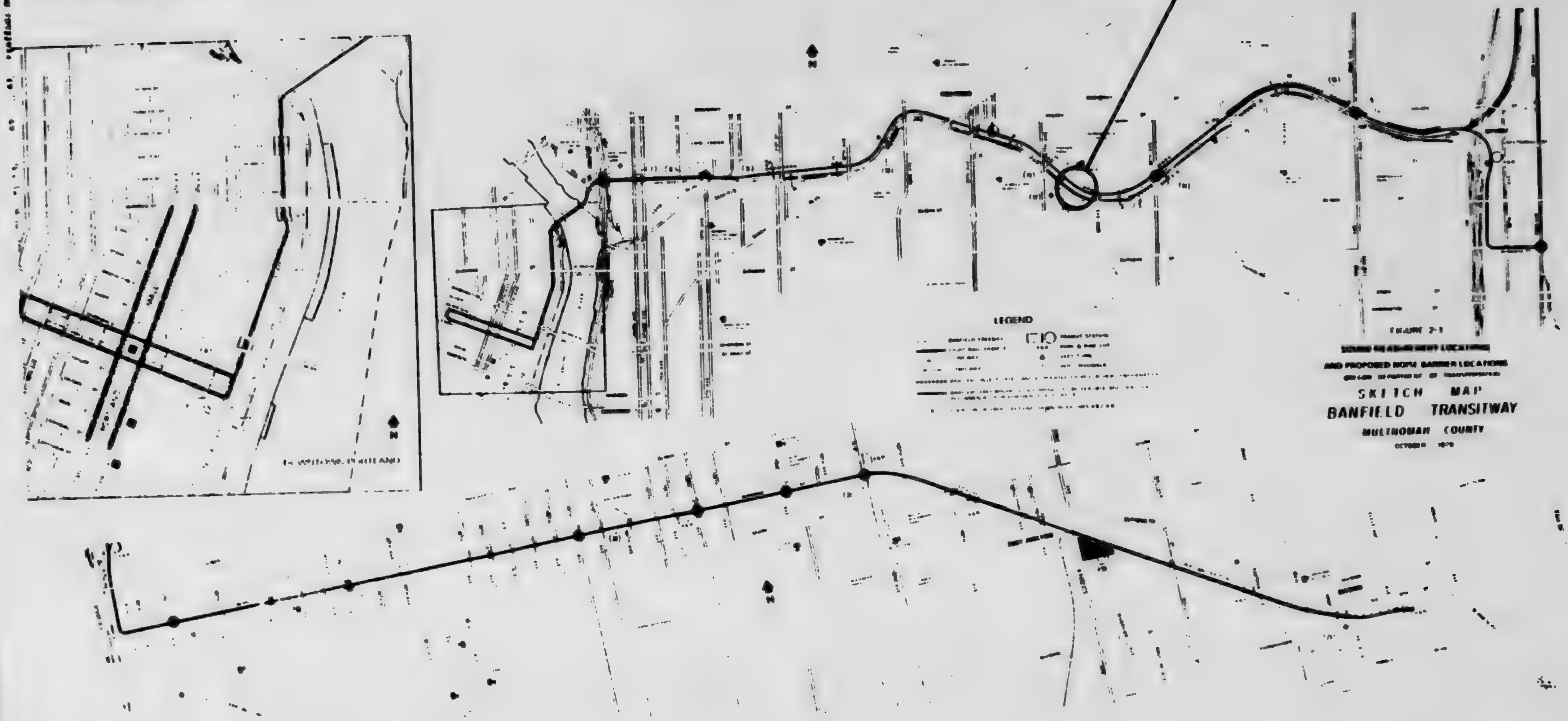
*If the street connecting Irving and Hoyt Streets is relocated adjacent to the freeway, the cost of this wall will increase by $9000 for 450 lineal feet of safety barrier. Four additional residences will be taken for right-of-way, thus changing the cost effectiveness calculations to $5300 per dwelling unit and $910 per dBA reduction per dwelling unit.

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

49th-53rd Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County


STUDY AREA
LEGEND
FIGURE 2-1
AND PROPOSED NOISE BARRIER LOCATIONS
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY

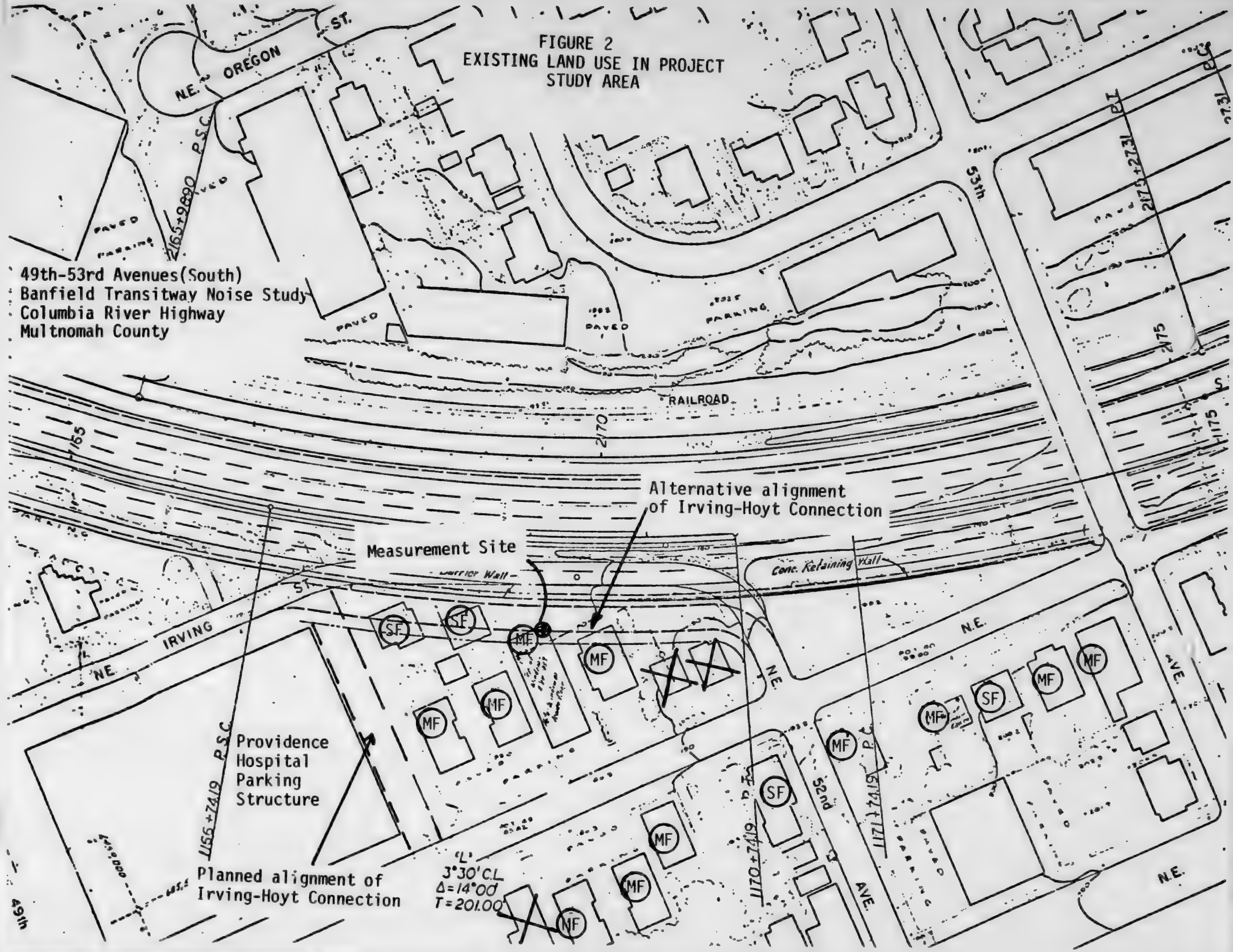


FIGURE 2
EXISTING LAND USE IN PROJECT
STUDY AREA

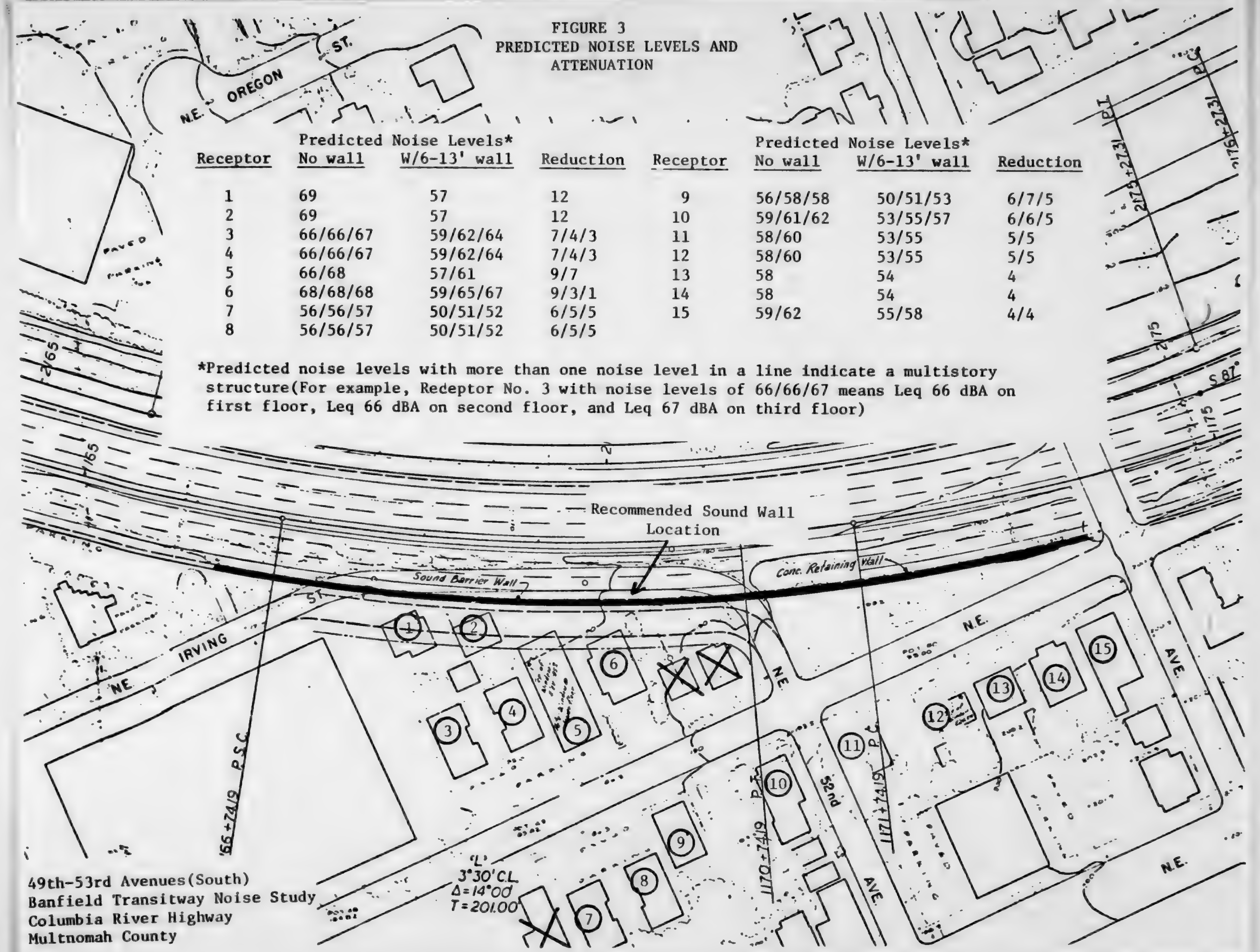
49th-53rd Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

NE. OREGON ST.
2165+9890 P.S.C.
PAVED
PARKING
53th
2175+27.31 P.I.
2175
2175
RAILROAD
2170
2165
Alternative alignment of Irving-Hoyt Connection
Measurement Site
Barrier Wall
Conc. Retaining Wall
NE. IRVING ST.
NE.
N.E.
SF
MF
ME
Providence Hospital Parking Structure
Planned alignment of Irving-Hoyt Connection
1156+74.19 P.S.C.
1170+74.19 P.I.
1171+74.19 P.C.
52nd AVE.
AVE.
N.E.
'L'
3°30'C.L
Δ=14°00
T=201.00
49th

FIGURE 3
PREDICTED NOISE LEVELS AND ATTENUATION

Receptor	Predicted Noise Levels* No wall	Predicted Noise Levels* W/6-13' wall	Reduction	Receptor	Predicted Noise Levels* No wall	Predicted Noise Levels* W/6-13' wall	Reduction
1	69	57	12	9	56/58/58	50/51/53	6/7/5
2	69	57	12	10	59/61/62	53/55/57	6/6/5
3	66/66/67	59/62/64	7/4/3	11	58/60	53/55	5/5
4	66/66/67	59/62/64	7/4/3	12	58/60	53/55	5/5
5	66/68	57/61	9/7	13	58	54	4
6	68/68/68	59/65/67	9/3/1	14	58	54	4
7	56/56/57	50/51/52	6/5/5	15	59/62	55/58	4/4
8	56/56/57	50/51/52	6/5/5				

*Predicted noise levels with more than one noise level in a line indicate a multistory structure(For example, Redeptor No. 3 with noise levels of 66/66/67 means Leq 66 dBA on first floor, Leq 66 dBA on second floor, and Leq 67 dBA on third floor)


NE. OREGON ST.
PAVED PARKING
2165
2175
2175+27.31 P.I.
2176+27.31 P.C.
S 87
1175
1165
Sound Barrier Wall
Conc. Retaining Wall
NE. IRVING ST.
NE.
NE.
52nd AVE.
NE.
AVE.
1170+74.19 P.I.
1171+74.19 P.C.
'66+74.19 P.S.C.
'L'
3°30' C.L.
Δ=14°00
T=201.00
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

Recommended Sound Wall Location

49th-53rd Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED NOISE BARRIER PROFILE
49th-53rd Avenues(South)
Columbia River Highway
Multnomah County

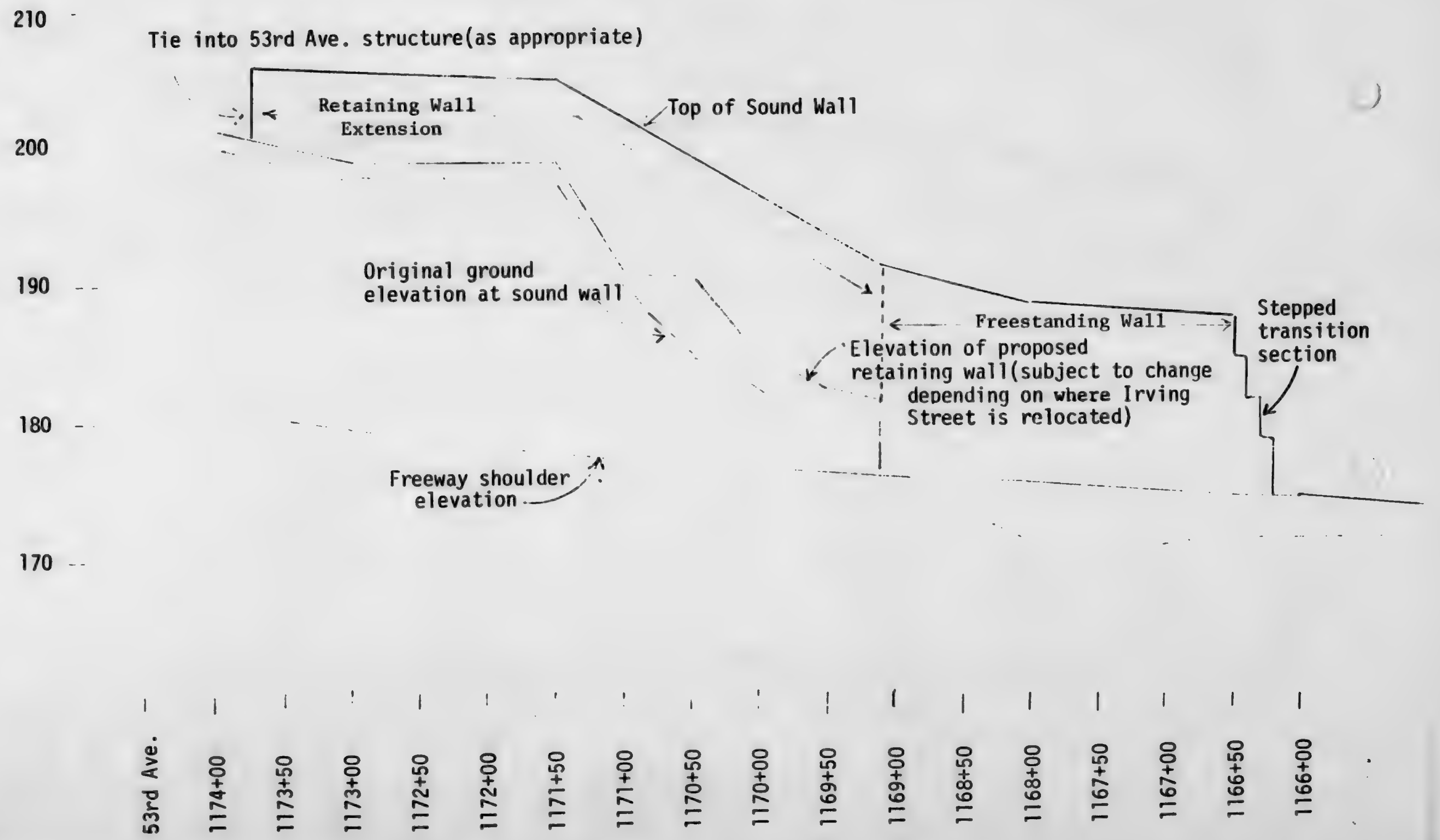
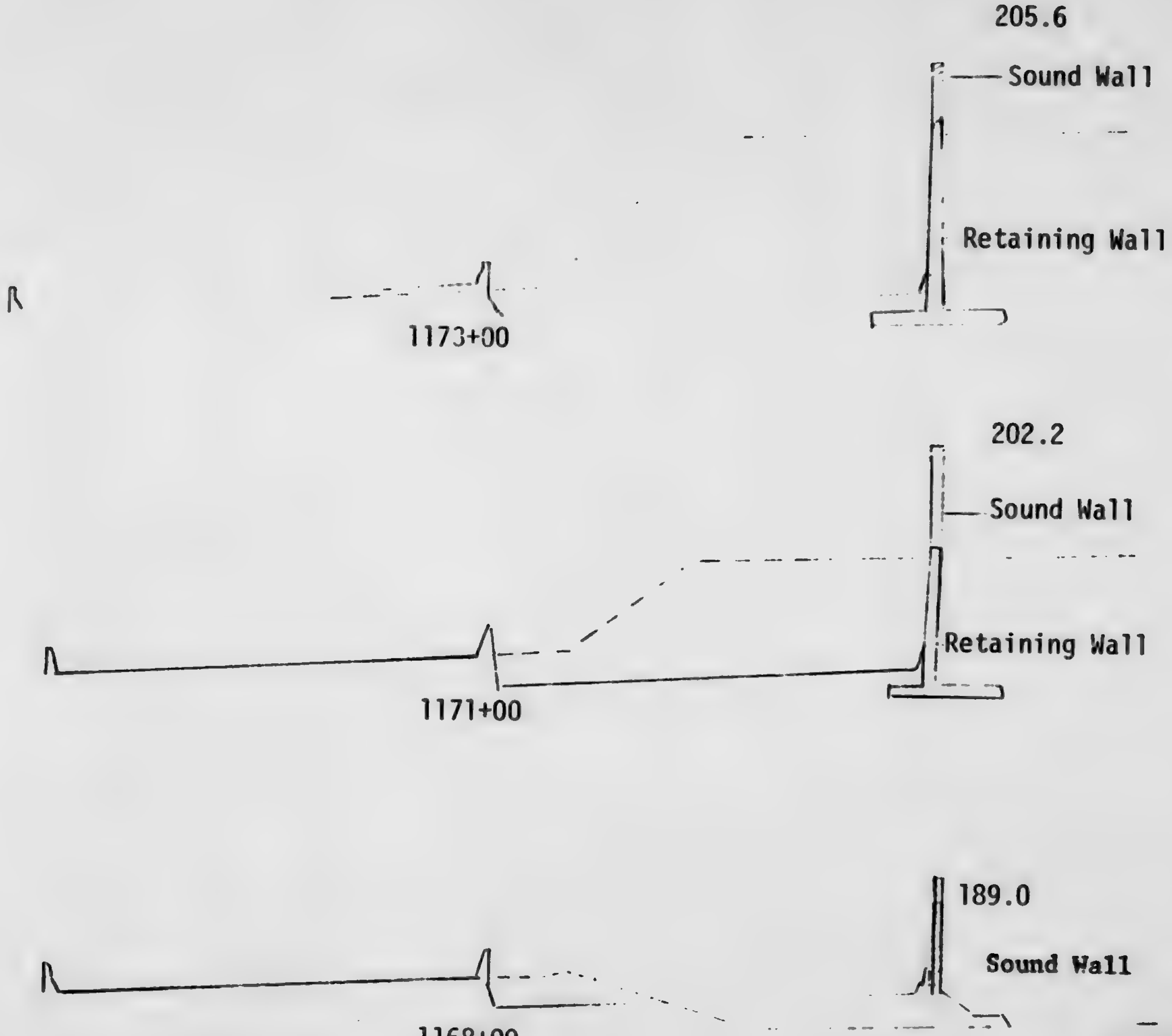


FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


205.6
Sound Wall
Retaining Wall
1173+00
202.2
Sound Wall
Retaining Wall
1171+00
189.0
Sound Wall
1168+00

Banfield Transitway Noise Study
49th-53rd Avenues(South)
Columbia River Highway
Multnomah County

REFERRED TO
Beard Stouc yer
Cole 2 Mann
Erikson 1 Watson
Hager Dorn Lau
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

ES 16

2-84

ROAD DESIGN SECTION

Tony J. George, Coordinating Engineer
Environmental Section

February 25, 1982

A. D. Olson
A. D. Olson
Preliminary Design Engineer

Noise Barrier Cost Estimates
49th-53rd Avenue Section
Banfield Transitway
Columbia River Highway
Multnomah County

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 25 1982
ROAD DESIGN SECTION

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Bring Up / /
Action

Constructing a concrete shoulder wall as proposed appears to be the most feasible alternative for a noise barrier in this area. This noise barrier would consist of a concrete shoulder wall between stations 1166+20 and 1169+10 Rt. and increasing the height of a proposed retaining wall between stations 1169+10 and 1173+75 Rt. A 30-foot stepped transition section was also used at the 53rd Ave. end of the wall in order to provide adequate sight distance for safe access to 53rd Ave. from N.E. Hoyt Street.

Estimated costs for this noise wall do not include safety barrier as concrete shoulder barrier is included in the design for this section of the project; however, approximately 450 lineal feet of safety barrier may be needed to protect the backside of the wall if the Irving-Hoyt connection is constructed as shown.

Constructing wall No. 1 using this design would cost approximately $210,000. Costs include $85,000 for the concrete shoulder wall, $116,000 to increase the height of the retaining wall and $9,000 for a safety barrier on the backside of the wall.

Wall No. 2 would cost approximately $255,000. Costs include $98,000 for the shoulder wall, $148,000 to increase the height of the retaining wall and $9,000 for safety barrier.

Wall No. 3 would cost approximately $300,000. Costs include $112,000 for the shoulder wall, $179,000 to increase the height of the retaining wall and $9,000 for safety barrier.

One alternative for a noise wall if the Irving-Hoyt connection is relocated to the east side of the Providence Hospital parking structure would be to construct the concrete shoulder wall to station 1169+10 as proposed, then connect this section of wall to a freestanding concrete wall placed approximately five feet behind the proposed retaining wall between stations 1169+10 and 1173+75 Rt. including the 30-foot stepped transition section. This alternative would require approximately seven feet of right-of-way behind the retaining wall.

Constructing Wall No. 1 using this alternative would cost approximately $175,000. Costs include $85,000 for the concrete shoulder wall, $87,000 for the freestanding concrete wall and $3,000 for right-of-way.

Wall No. 2 would cost approximately $210,000. Costs include $98,000 for shoulder wall, $109,000 for the freestanding concrete wall and $3,000 for right-of-way.

Wall No. 3 would cost approximately $235,000. Costs include $112,000 for shoulder wall, $120,000 for the freestanding concrete wall and $3,000 for right-of-way.

Safety barrier for the backside of the wall would not be required with this alternative.

All of the proposed walls would eliminate the need for fencing in this area.

This would be a type 1-A project.

ADO:rw

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Engineering

DATE: February 16, 1982

FROM: Tony
Anthony/J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
49th-53rd Avenue Section
Banfield Transitway
Columbia River Highway
Multnomah County

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
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ROAD DESIGN SECTION

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Action

Please estimate costs and evaluate the engineering feasibility for the shoulder noise barrier alternatives listed below. It is possible that the proposed retaining wall beginning at Station 1169+00 Rt. could be extended for a portion of the noise barrier. Please evaluate this alternative and any others that may be feasible from an engineering standpoint. Details of the prospective noise barriers are listed in the following table. The location and a profile of the barrier are attached. The barrier is designed to tie into the 53rd Avenue structure on the east end.

Wall	Station	Length	Height	Top of Barrier Elevation
1	1166+20-1173+75 Rt.*	755'	6-13'	188-206
2	1166+20-1173+75 Rt.*	755'	8-15'	190-208
3	1166+20-1173+75 Rt.*	755'	10-17'	192-210

As of this date, it has not been decided where the Irving-Hoyt connection (see attached map) will be relocated. Besides the alternative shown on the attached map, there is another alternative being studied that would relocate the Irving-Hoyt connection on the east side of the Providence Hospital parking structure. Please determine the effect of either of these relocations would have on the barrier or retaining wall design.

There are additional maps, photographs, and cross sections available in the Environmental Section. Please contact Tim Thex or myself if there are any questions.

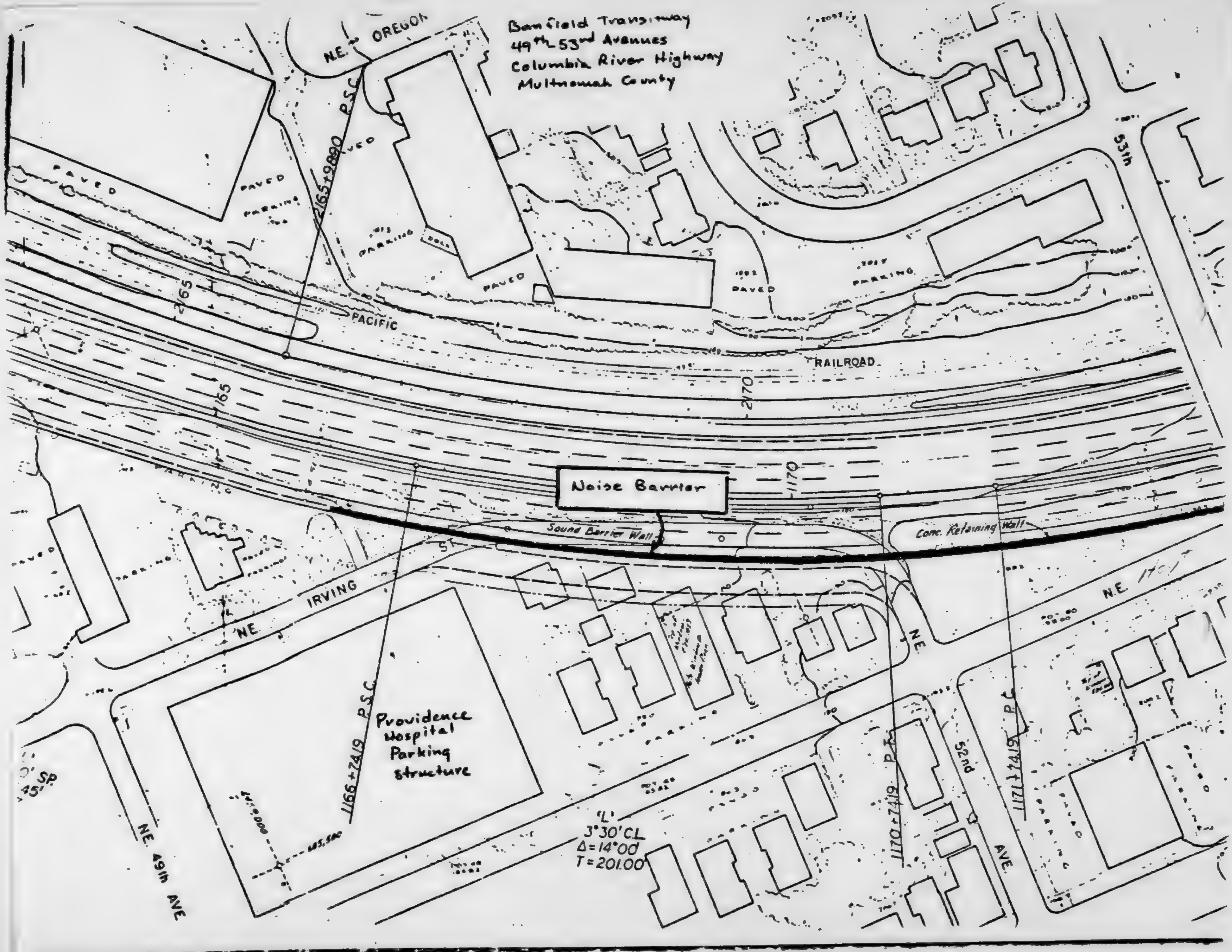
AJG:TT:ct

Attachments

cc: Adrian Olson w/attach

---

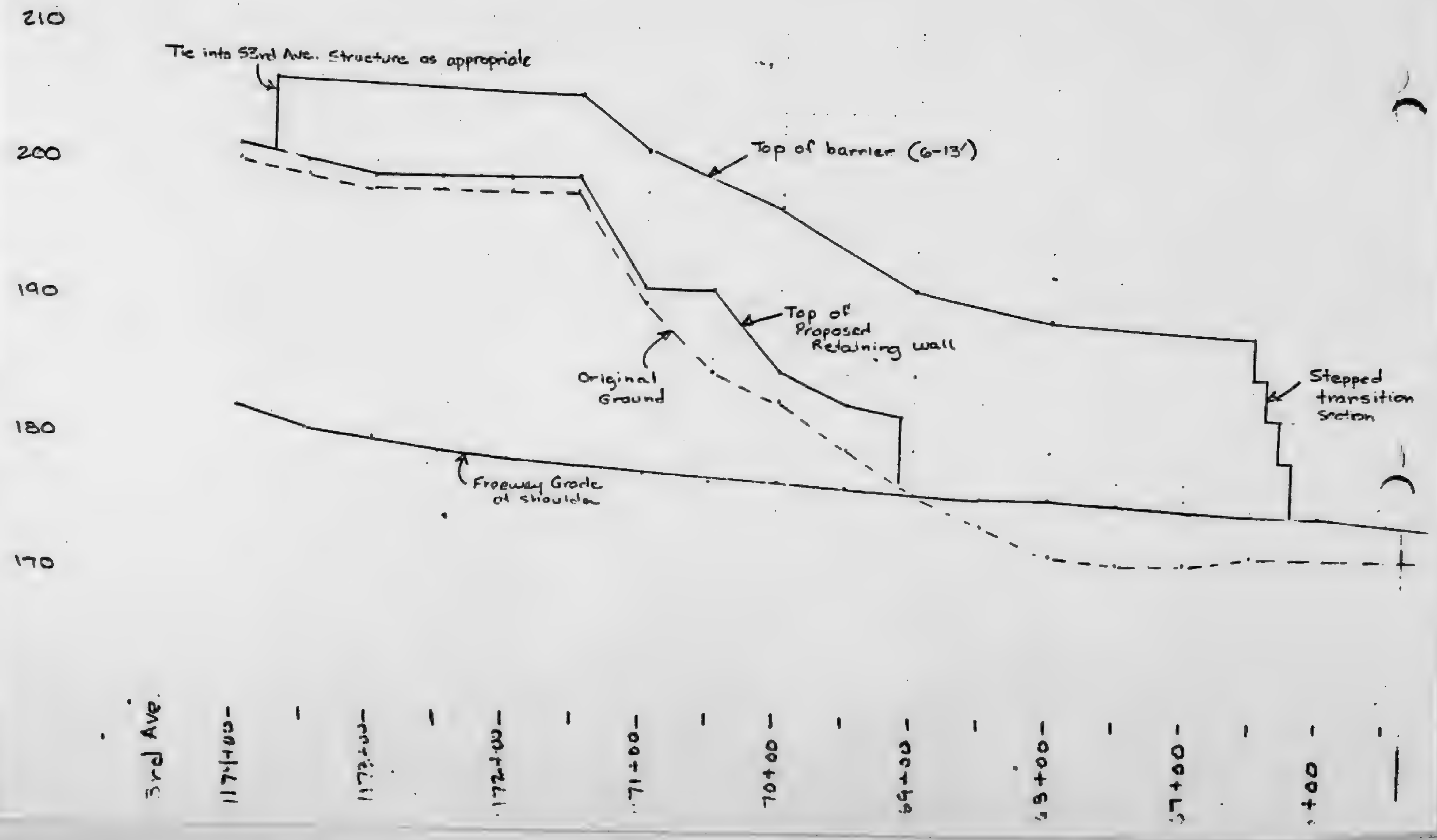
* Includes 30' stepped transition section.



Banfield Transitway
49th-53rd Avenues
Columbia River Highway
Multnomah County

NE. OREGON
2165+9880 P.S.C.
PAVED
PARKING
PACIFIC
RAILROAD
2165
2170
1165
1170
53th
Noise Barrier
Sound Barrier Wall
Conc. Retaining Wall
NE. IRVING ST.
NE. 52nd AVE.
NE. 49th AVE
1166+7419 P.S.C.
1170+7419 P.C.
1171+7419 P.C.
Providence Hospital Parking structure
'L'
3°30' CL
Δ=14°00
T=201.00
0' SP.
45'

Banfield Transitway
49th-53rd Section
Profile of Barrier


210
200
190
180
170
Tie into 53rd Ave. Structure as appropriate
Top of barrier (6-13')
Top of Proposed Retaining wall
Original Ground
Stepped transition Section
Freeway Grade at shoulder
3rd Ave.
117+00
117+..
172+00
71+00
70+00
69+00
68+00
67+00
+00

9594

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

H.S

In Reply Refer to
File No.:
ROW 18-2

February 18, 1982

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

PUC Applications
NE Halsey St. U'xing at 82nd Ave.
Banfield Transitway
City of Portland
Multnomah Co.

Dear Dave:

Attached is an original and nine copies of a PUC application relating to the Banfield Transitway.

Cordially,

R D Trygstad

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter - w/att.
E. S. Hunter - w/att.
Bob Bothman - w/att.
Walt Hart - w/att.
Ed Hardt - w/att.
C. T. Keasey - w/att.
D. E. Swan - w/att.
J. L. Sollis - w/att.

RECEIVED
STATE HWY ENGR
FEB 19 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ____________
PUC Crossing No. 2A-5.39A
DOT-AAR Crossing No. UP 809.164F

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon, by and through its Department of Transportation, Highway Division
(name of applicant)

for the authority, pursuant to ORS 763. 030, to
(020/030/040)

alter
(construct/alter/change protection at/relocate/close)
a separated crossing
(grade/separated)

of NE Halsey Street
(name of street or highway)

and Union Pacific Railroad
(name of railroad company)

Mainline
(name of railroad main or branch line or other trackage)

in
(in/near)
Portland
(name of city/town/rail station)
, Multnomah
(name of county)
County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

☒ Federal-Aid Highway System funds.*
Interstate Transfer

☒ Other Federal Funds.*
UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEF THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _X_ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOT T BOTTOM OF PRECEDING PAGE BEFORE COMPLET THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation,Highway Division

Address: Transportation Building, Salem, Oregon 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 5.39

b. City Portland

c. Nearest railroad station Montavilla

d. County Multnomah

e. The proposed project is to be in the SE 1/4 of the SE 1/4 of Section 29, Township 1N, Range 2E, W. M.

4. a. Name of public highway involved in this project:

NE Halsey Street

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: Union Pacific Railroad Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Multnomah County Public Works Div,2145 SE Morrison,Portland,OR 97204

b. Union Pacific Railroad,P.O.Box 8979, Portland, Oregon , 97208

c. City of Portland,Bureau of Streets & Structures,621 SW Alder St,Portland,OR 9720

d. Tri-Met, Portland, Oregon

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The project consists of relocation of I-84, with widening to six lanes, to allow the construction of Tri-Met's Light Rail Transit lines between the freeway and the railroad. The structure requires slight widening of the NW side to match the new Halsey Street on-ramp alignment.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Project provides room for light rail transportation (mass transit) alignment resulting in decreased highway traffic with attendant reduction in fuel use, increase in travel safety and enhanced liveability.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________________
(yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from __________ (N or E) to __________ (S or W)) of:

At present--	After completion--
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Cros[illegible]s

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

____ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation,Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation,Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

City of Portland

b. All highway appurtenances: City of Portland

c. Above the bottom of the beams plus the beam-bearing assemblies:

City of Portland

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

City of Portland

27. Is a temporary impairment [illegible] standard clearance on the railroad necessary during the construction period? No (yes/no)

If so, describe (and attach complete drawing): ____________________

____

____

____

____

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

____

____

SECTION V. — (To be completed , all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: No grade crossings in the vicinity.

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon Department of Transportation-Highway Division-Bridge Design Section Dwgs. 36443, 36444 and 35867.

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: Pages 4-12, 15 and 16.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 16th day of FEBRUARY, 1982.

(Applicant)

(Attorney)

PUC Form 202 (30) 1-80
Page Seventeen (Section V)

I, H. S. Cavitt, being first duly sworn, say I am the applicant in the within titled cause, and that the foregoing appl. ion is true, as I verily believe.

Cavitt

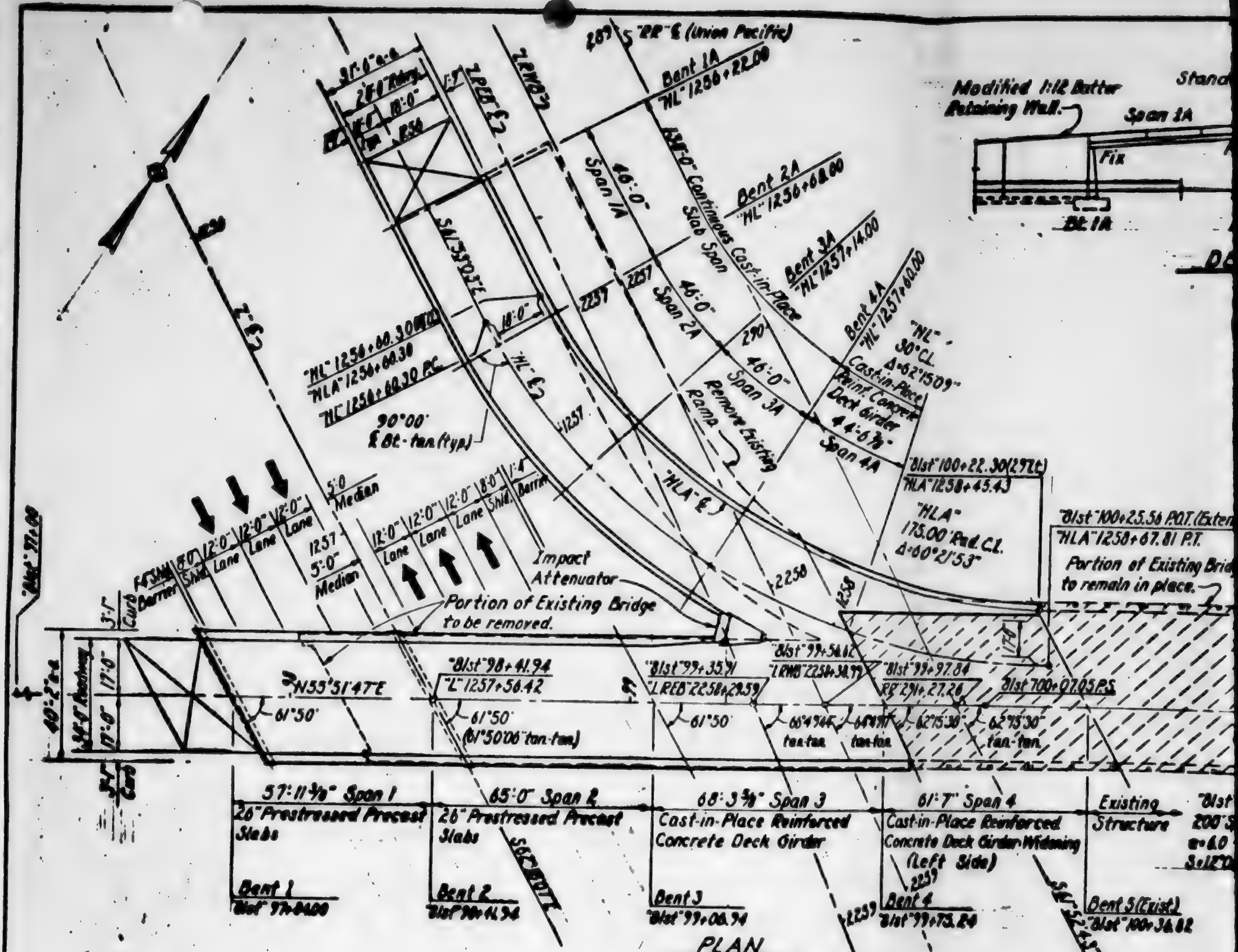
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 16th day of February, 198?

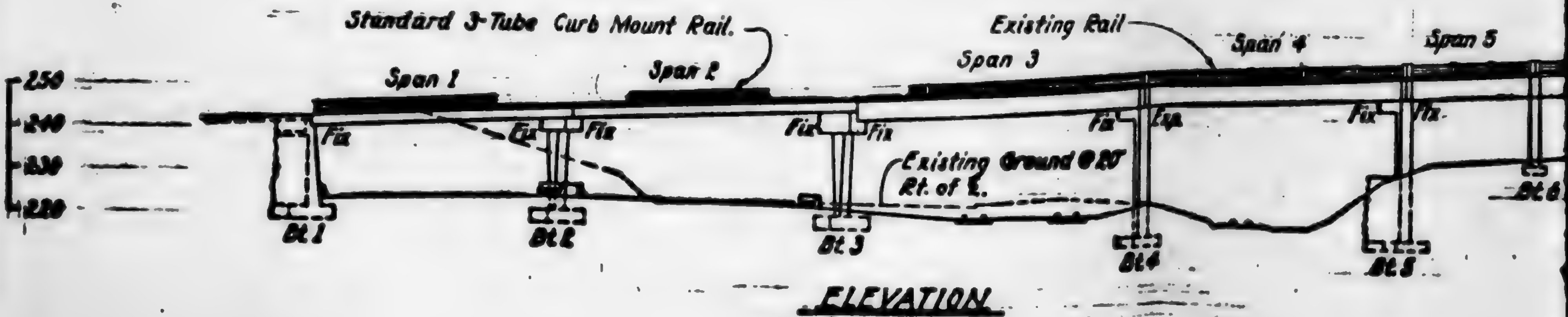
(Notary Public for Oregon)

My Commission Expires: 12-16-84

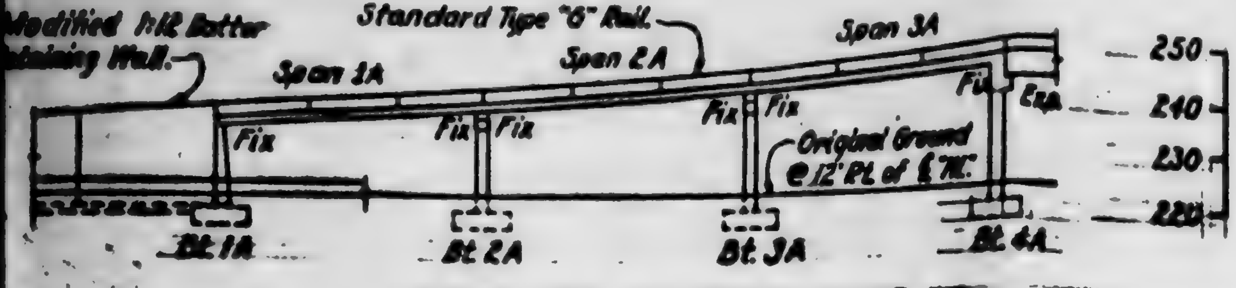
PUC Form 202 (30) 1-80
Signature Page


"RR" ℄ (Union Pacific)
Modified 1:12 Batter Retaining Wall.
Span 1A
Fix
Bt. 1A
Stand
Bent 1A "HL" 1256+22.00
Bent 2A "HL" 1256+68.00
Bent 3A "HL" 1257+14.00
Bent 4A "HL" 1257+60.00
138'-0" Continuous Cast-in-Place Slab Span
46'-0" Span 1A
46'-0" Span 2A
46'-0" Span 3A
Cast-in-Place Reinf. Concrete Deck Girder
44'-6 7/8" Span 4A
"HL" 30° CL Δ=62°15'09"
"HL" ℄
"HLA" ℄
"LPEB" ℄
"LRMB" ℄
"L" ℄
18'-0"
"HL" 1256+60.30
"HLA" 1256+60.30
"HL" 1256+60.30 P.C.
90°00' ℄ Bt.-tan. (typ.)
Remove Existing Ramp
"Blst" 100+22.30 (2.92 Lt.)
"HLA" 1258+45.43
"HLA" 175.00' Rad. C.L. Δ=60°21'53"
"Blst" 100+25.56 P.O.T. (Exten
"HLA" 1258+67.81 P.T.
Portion of Existing Bridge to remain in place.
5'-0" Median
Barrier
Shld.
Lane
Impact Attenuator
Portion of Existing Bridge to be removed.
"Blst" 98+41.94
"L" 1257+56.42
"Blst" 99+35.71
"LPEB" 2258+29.59
"Blst" 99+56.62
"LRMB" 2256+38.99
"Blst" 99+97.84
"RR" 291+27.26
Blst 100+07.05 P.S.
N55°51'47"E
61°50'
(61°50'06" tan-tan)
66°49'46" tan-tan
62°15'30" tan-tan
40'-2" o-o
38'-8" Roadway
17'-0"
Curb
"Blst" 97+00
57'-11 3/8" Span 1 26" Prestressed Precast Slabs
65'-0" Span 2 26" Prestressed Precast Slabs
68'-3 1/8" Span 3 Cast-in-Place Reinforced Concrete Deck Girder
61'-7" Span 4 Cast-in-Place Reinforced Concrete Deck Girder Widening (Left Side)
Existing Structure
Bent 1 "Blst" 97+84.00
Bent 2 "Blst" 98+41.94
Bent 3 "Blst" 99+06.94
Bent 4 "Blst" 99+75.84
Bent 5 (Exist.) "Blst" 100+36.82

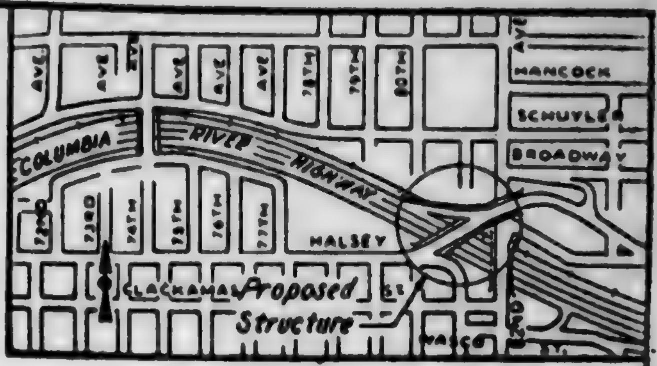
PLAN
Scale: 1"=20'-0"


Standard 3-Tube Curb Mount Rail.
Existing Rail
Span 1
Span 2
Span 3
Span 4
Span 5
250
240
230
220
Fix
Exp.
Existing Ground @ 20' Rt. of ℄
Bt. 1
Bt. 2
Bt. 3
Bt. 4
Bt. 5
Bt. 6

ELEVATION
Scale: 1"=20'-0"

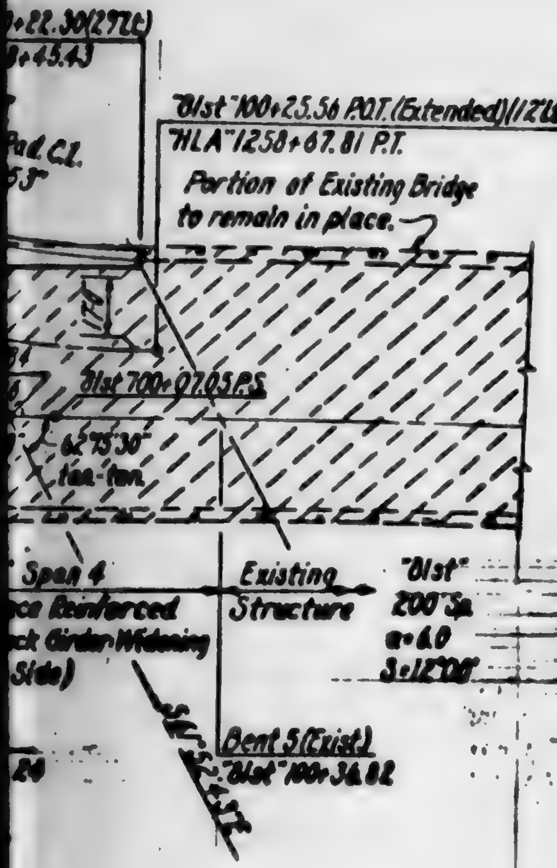

Modified 1:12 Batter
Retaining Wall.
Standard Type "6" Rail.
Span 1A
Span 2A
Span 3A
Fix
Fix
Fix
Fix
Fix
Fix
Exp.
Original Ground
@ 12' Rt. of Ꞓ "RC"
Bt. 1A
Bt. 2A
Bt. 3A
Bt. 4A
250
240
230
220

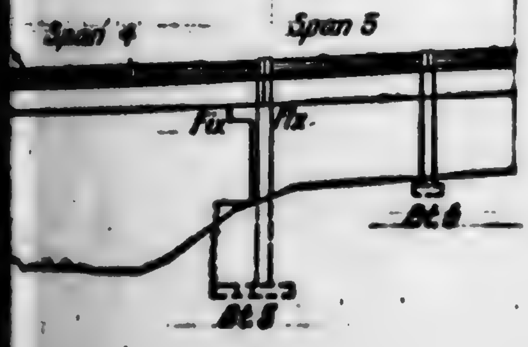
DEVELOPED ELEVATION: RAMP
Scale: 1"=20'0"


AVE
AVE
AVE
AVE
AVE
78TH
79TH
80TH
AVE
HANCOCK
SCHUYLER
BROADWAY
COLUMBIA
RIVER
HIGHWAY
HALSEY
72ND
73RD
74TH
75TH
76TH
77TH
CLACKAMAS
Proposed
Structure
ST.
WASCO
82ND

VICINITY MAP
No Scale

Note: Proposed structure is in the SE¼ of the SE¼ of Section 29, T1N, R2E, WM.

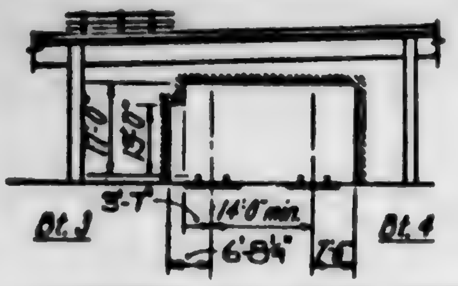

+22.30(29Rt)
+45.4)
Pad. C.L.
53"
"Blst" 100+25.56 P.O.T. (Extended)(12Lt)
"HLA" 1258+67.81 P.T.
Portion of Existing Bridge to remain in place.
"Blst" 100+07.05 P.S.
62°15'30" Tan-Tan.
Span 4
ce Reinforced
ck Girder Widening
Side)
Existing Structure
"Blst" 200' Sp.
e=6.0
S=12°00'
Bent 5 (Exist.)
"Blst" 100+36.82
SW 82ND ST.


Span 4
Span 5
Fix
Fix
Bt. 6
Bt. 5

ADVANCE PLANS
FEB 12 1982
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

Note:
Proposed live load: Ramp HS 25
Remainder HS 20

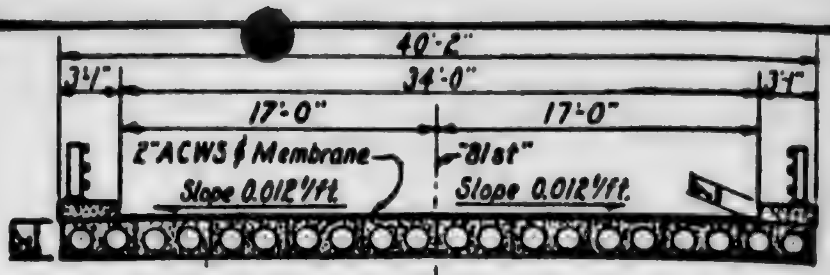
APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	NE HALSEY ST. U'XING @ NE 82ND AVE.
TECHNICAL SERVICES ENGINEER	NE 58TH AVE. TO NE 87TH AVE. SECTION
DESIGNED DRAWN T.H. CHECKED REVIEWED REVIEWED CALC. BOOK	COLUMBIA RIVER HIGHWAY (I-84) MULTNOMAH COUNTY PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE January 1982 — SHEET 1 OF 2
	BRIDGE NO. 7999C — DRAWING NO. 36443



17'-0"
15'-0"
3'-7"
14'-0" min
6'-8¼"
7'-0"
Bt.3
Bt.4

LIGHTRAIL CLEARANCE DIAGRAM

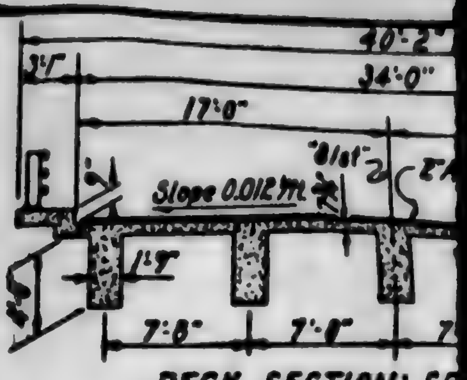
No Scale



40'-2"
3'-1"
34'-0"
3'-1"
17'-0"
17'-0"
2" ACWS & Membrane
"81st"
Slope 0.012'/ft.
Slope 0.012'/ft.

DECK SECTION: SPANS 1 & 2

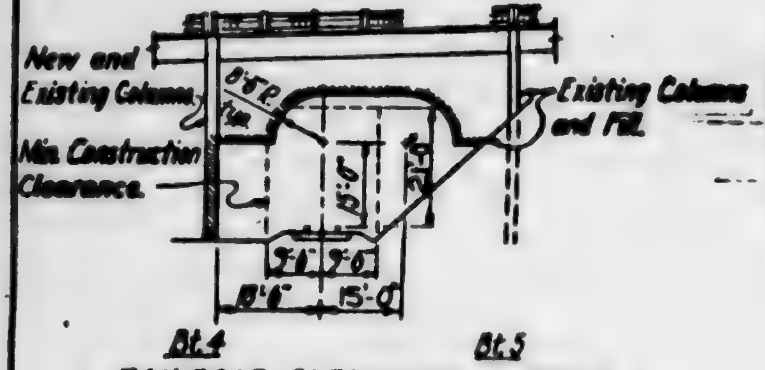
No Scale



40'-2"
3'-1"
34'-0"
17'-0"
"81st"
Slope 0.012'/ft.
1'-9"
7'-8"
7'-8"

DECK SECTION: SP

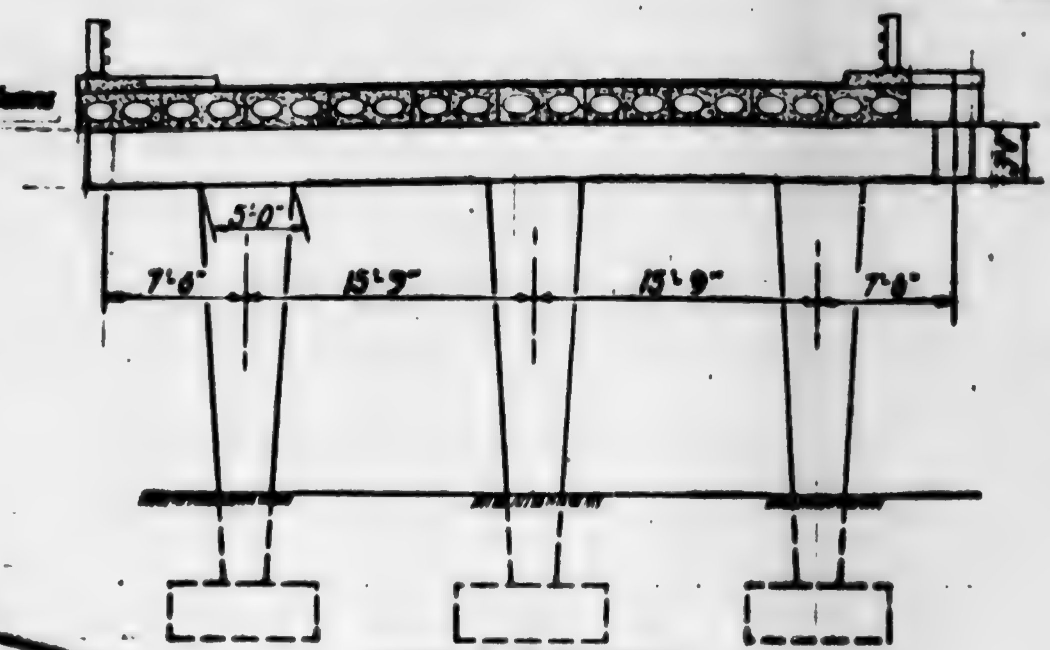
No Scale



New and Existing Columns
Min. Construction Clearance
Existing Columns and Fill
8'-6" R. Min.
23'-0"
9'-0"
9'-0"
18'-6"
15'-0"
Bt.4
Bt.5

RAILROAD CLEARANCE DIAGRAM

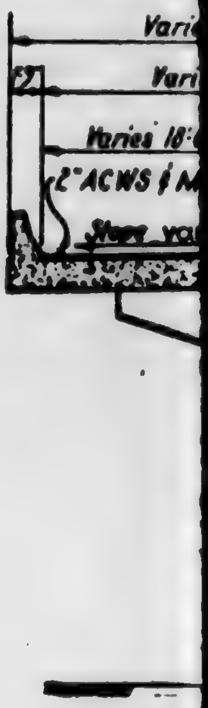
No Scale



5'-0"
7'-6"
15'-9"
15'-9"
7'-6"

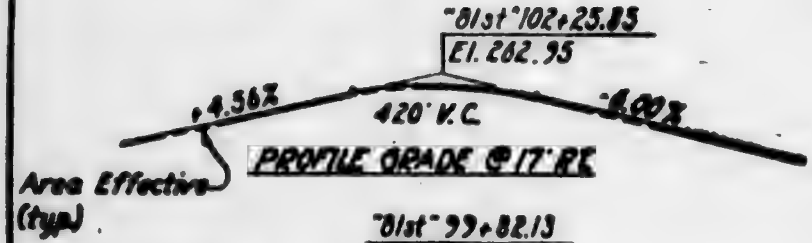
BENT 2 ELEVATION

No Scale



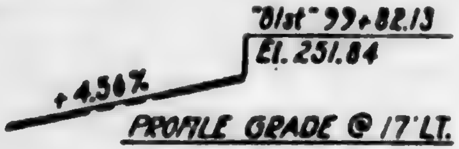
Varie
Vari
Varies 18'-
2" ACWS & M
Slope va

BENTS 2



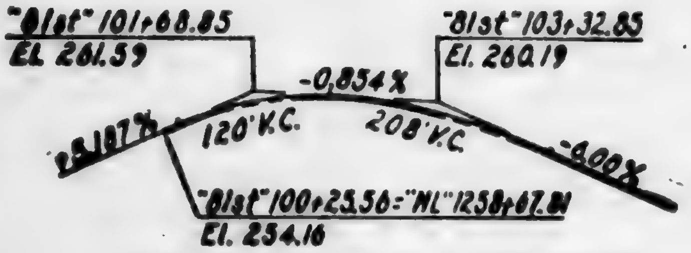
"81st" 102+25.85
El. 262.95
+4.36%
420' V.C.
-4.00%
Area Effective (typ.)

PROFILE GRADE @ 17' RT.



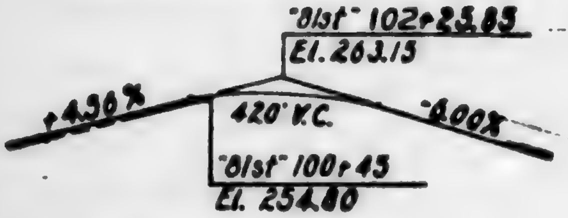
"81st" 99+82.13
El. 251.84
+4.36%

PROFILE GRADE @ 17' LT.



"81st" 101+68.85
El. 261.59
"81st" 103+32.85
El. 260.19
-0.854%
+5.187%
120' V.C.
208' V.C.
-4.00%
"81st" 100+25.56 = "HL" 1258+67.81
El. 254.16

PROFILE GRADE @ LT. GUTTER (2% LT.)

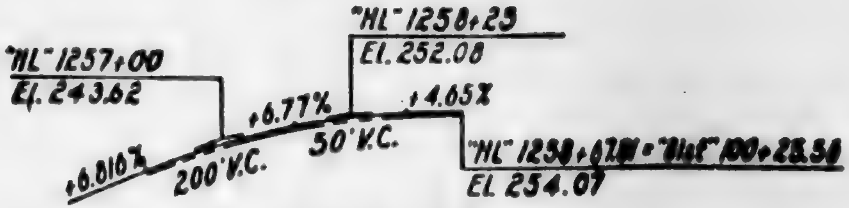


"81st" 102+25.85
El. 263.15
+4.36%
420' V.C.
-4.00%
"81st" 100+43
El. 254.80

PROFILE GRADE @ ℄

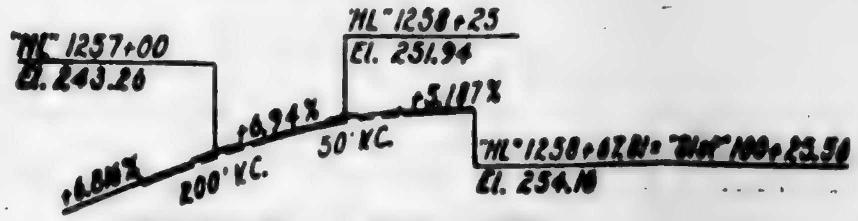
"81ST" GRADE LINE DIAGRAMS

No Scale



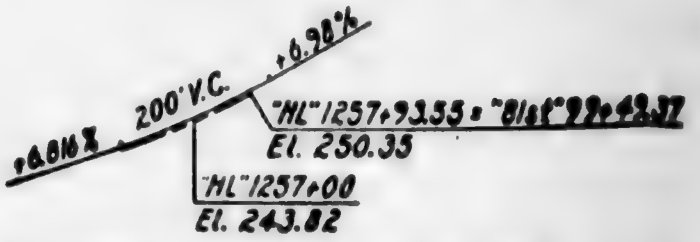
"HL" 1258+25
El. 252.08
"HL" 1257+00
El. 243.62
+6.77%
+4.65%
+6.810%
200' V.C.
50' V.C.
"HL" 1258+67.81 = "81st" 100+25.56
El. 254.07

PROFILE GRADE @ ℄



"HL" 1258+25
El. 251.94
"HL" 1257+00
El. 243.26
+6.94%
+5.187%
+6.810%
200' V.C.
50' V.C.
"HL" 1258+67.81 = "81st" 100+25.56
El. 254.16

PROFILE GRADE @ LT. GUTTER

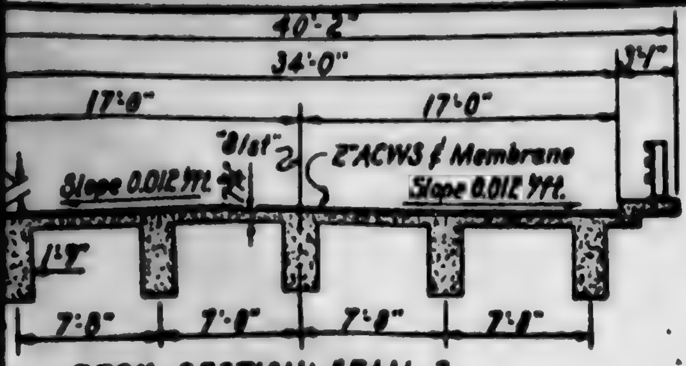


+6.98%
200' V.C.
+6.810%
"HL" 1257+93.55 = "81st" 99+42.37
El. 250.35
"HL" 1257+00
El. 243.82

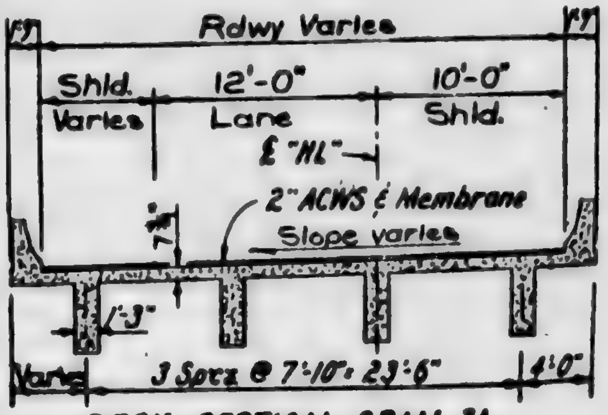
PROFILE GRADE @ 10' RT. (GUTTER)

"HL" GRADE LINE DIAGRAMS

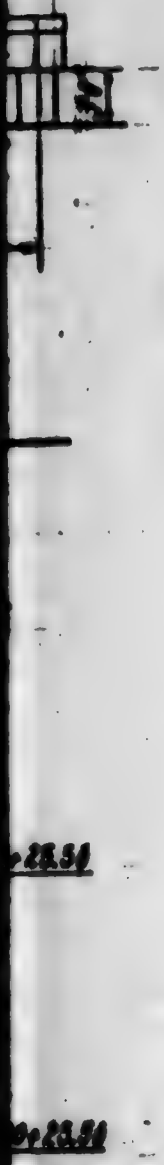
No Scale

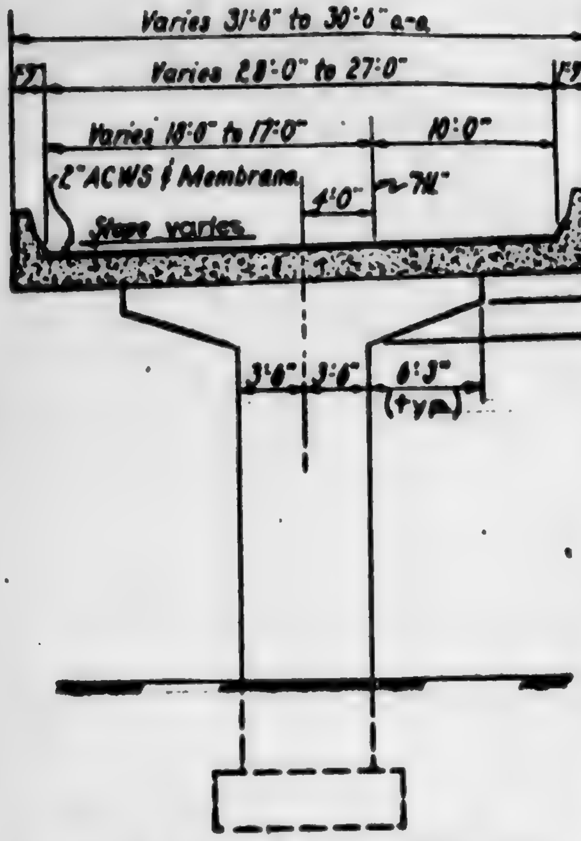

40'-2"
34'-0"
17'-0"
17'-0"
2"ACWS & Membrane
Slope 0.012 ft/ft
Slope 0.012 ft/ft
1'-9"
7'-8"
7'-8"
7'-8"
7'-8"

DECK SECTION: SPAN 3
No Scale

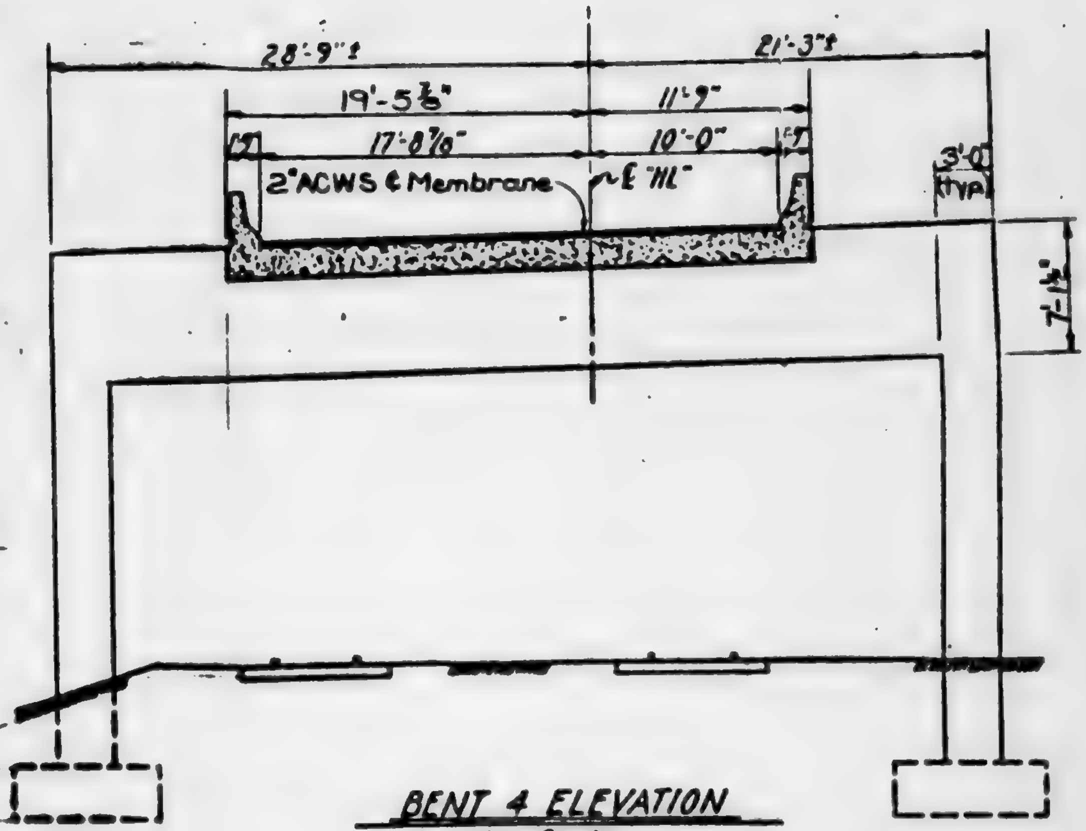

Rdwy Varies
Shld.
Varies
12'-0"
Lane
10'-0"
Shld.
℄ "HL"
2" ACWS & Membrane
Slope varies
1'-3"
Varies
3 Spcs @ 7'-10" = 23'-6"
4'-0"

DECK SECTION: SPAN 3A
No Scale




Varies 31'-6" to 30'-6" o-o
Varies 28'-0" to 27'-0"
Varies 18'-0" to 17'-0"
10'-0"
2"ACWS & Membrane
4'-0"
℄ "HL"
Slope varies
3'-6"
3'-6"
6'-3"
(typ)

BENTS 2A & 3A ELEVATION
No Scale


28'-9"±
21'-3"±
19'-5⅞"
11'-9"
17'-8 7/16"
10'-0"
2"ACWS & Membrane
℄ "HL"
3'-0
(typ)
7'-1½"

BENT 4 ELEVATION
No Scale

ADVANCE PLANS
FEB 12 1982
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER
DESIGNED
DRAWN TH & SKS
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

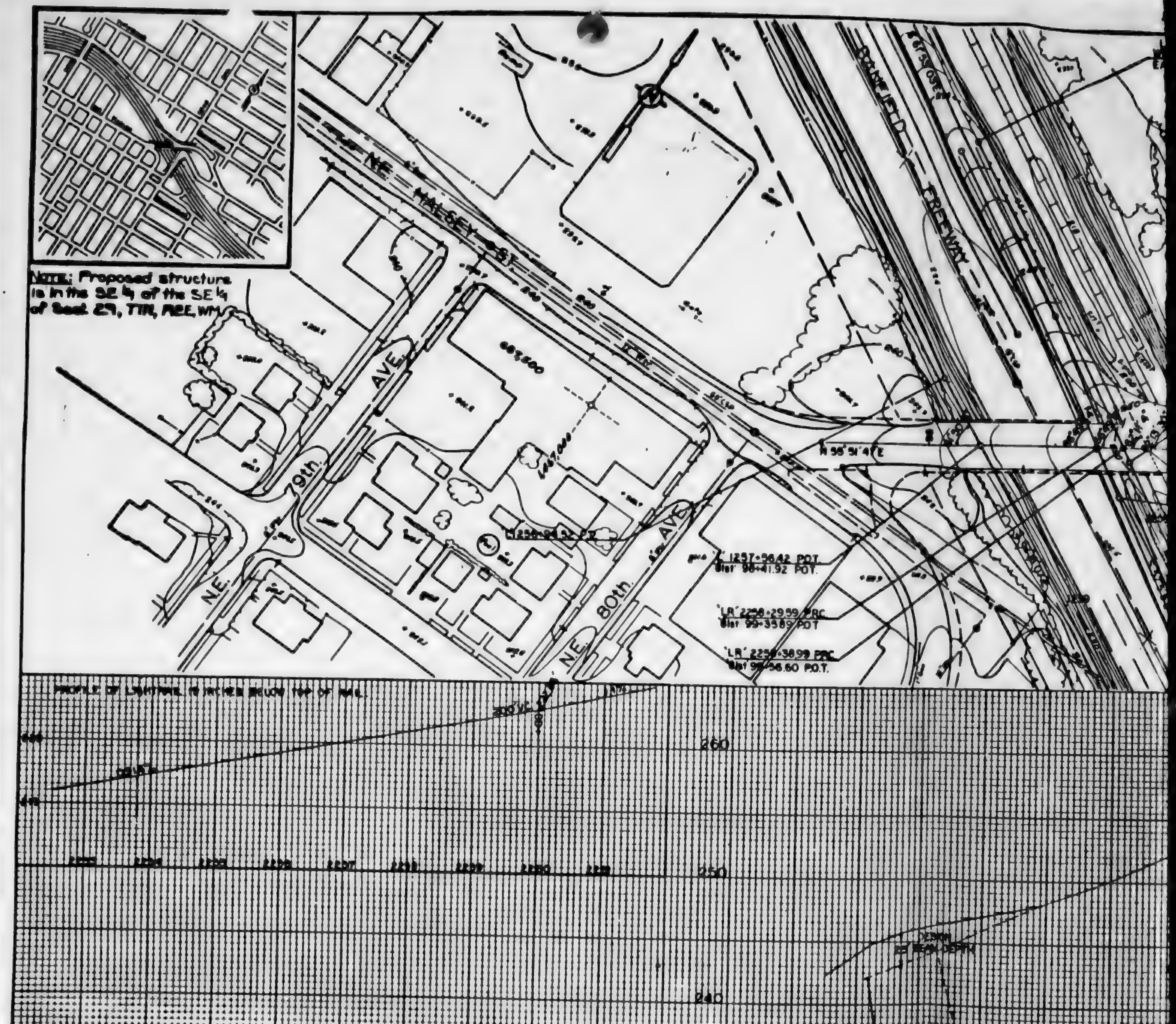
DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

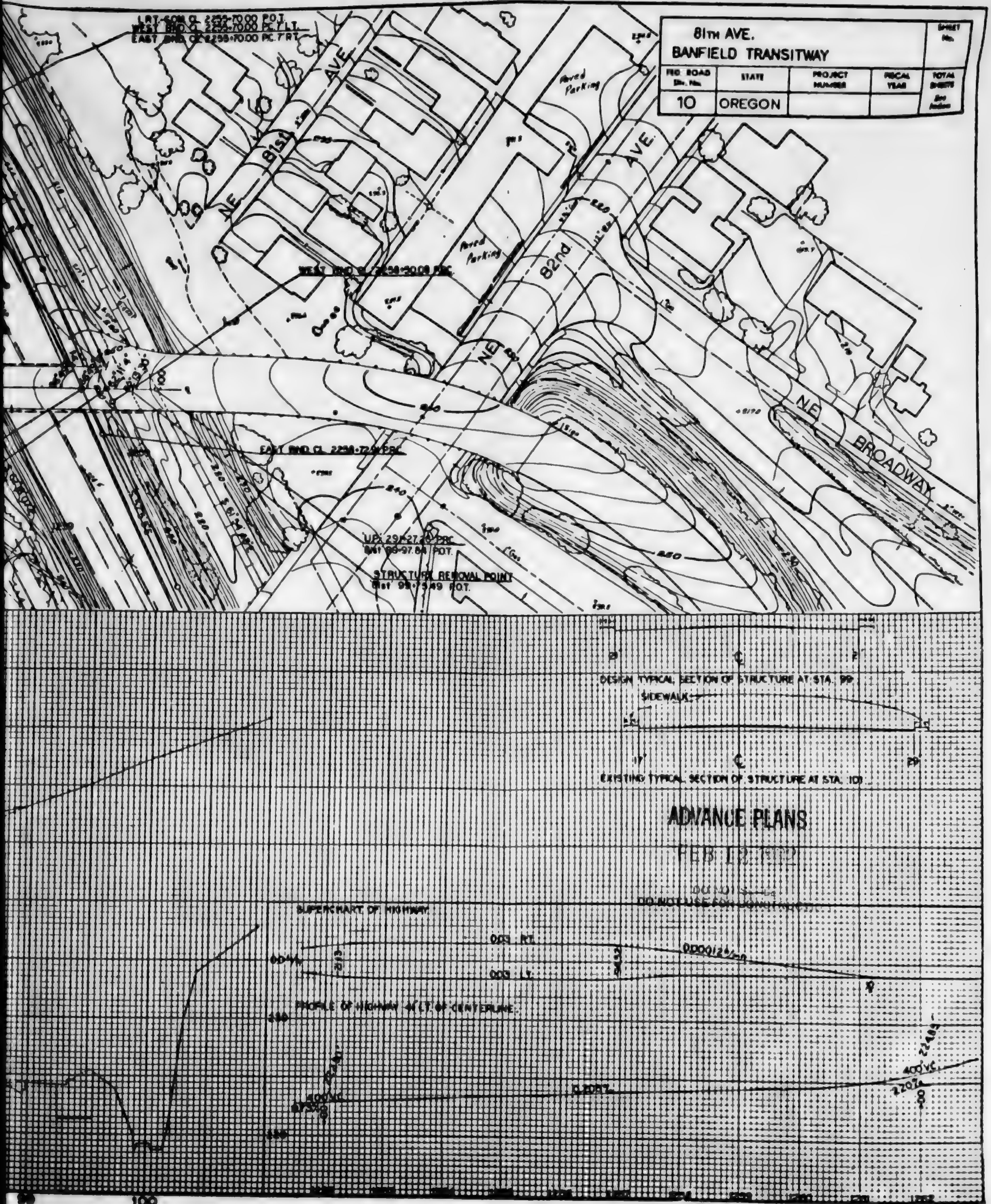
NE HALSEY ST. U'XING @ NE 82ND AVE.

TYPICAL DECK SECTIONS, CLEARANCES AND GRADE LINE DIAGRAMS

DATE January 1982
SHEET 2 OF 2
BRIDGE NO. 7999C
DRAWING NO. 36444


NE HALSEY ST.
BANFIELD FREEWAY
N.E. 79th AVE.
N.E. 80th AVE.
N 95°51'41"E
'L' 1257+56.42 P.O.T.
Stat 96+41.92 P.O.T.
'LR' 2258+29.59 PRC
Stat 99+35.89 POT
'LR' 2258+38.99 PRC
Stat 99+56.60 P.O.T.
1256+96.52 P.T.
PROFILE OF LIGHTRAIL 15 INCHES BELOW TOP OF RAIL
200' V.C.
260
250
240
230
DESIGN
RAILROAD PROFILE OF TOP OF RAIL
95
96
97
98
99
10

Note: Proposed structure is in the SE¼ of the SE¼ of Sec. 29, T1N, R2E, W.M.


LRT-CON CL 2255+70.00 POT.
WEST BND CL 2255+70.00 PC.7 LT.
EAST BND CL 2255+70.00 PC.7 RT.
NE 81st AVE
Paved Parking
Paved Parking
NE 82nd AVE
WEST BND CL 2258+30.00 PRC
EAST BND CL 2258+72.9 PRC
240
250
NE BROADWAY
UP: 29+27.20 PRC
81st 99+97.64 POT.
STRUCTURE REMOVAL POINT
81st 99+73.49 POT.
DESIGN TYPICAL SECTION OF STRUCTURE AT STA. 99
SIDEWALK
EXISTING TYPICAL SECTION OF STRUCTURE AT STA. 100
SUPERCHART OF HIGHWAY
.003 RT.
.003 LT.
.004%
0.000124/ton
PROFILE OF HIGHWAY AT CT OF CENTERLINE
400' VC
0.208%
400' VC
2.207%
99
100

81TH AVE. BANFIELD TRANSITWAY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

ADVANCE PLANS
FEB 12 1982
DO NOT USE FOR CONSTRUCTION

BR#7993C DR#35867

9594

I-84

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Hwy. Engineer
J. H. Versteeg, G. A. Potter, R. N. Bothman

DATE: January 13, 1982

FROM: Tony
Anthony J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Mitigation Recommendations
39th-44th Avenue (South) Section
Banfield Transitway (Columbia River Highway)
Multnomah County

7

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakeriig

RECEIVED
JAN 14 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is our completed noise study report for the subject project segment. This report is the sixth in a series of 19 separate reports covering noise mitigation measures for the Banfield project. Our report recommends the construction of a noise barrier 14-16 feet high and 1,305 feet long. It will cost $375,000 ($1,245 per dBA reduction per dwelling unit), which is $39,000 more than the initial estimate. The attached figure summarizes all the mitigation proposals for the Banfield project which are still under consideration, as well as those which already have a final decision as of this date.

Your approval of this recommendation is requested.

AJG:ct

Attachment

cc: Bob Sandmann w/attach

No appreciable increase due to project - but well above "design" noise levels.

$11,700/dwelling - $1245/dBA/dwelling - within our previous criteria

[illegible] of value in the Market place

State of Washington report - $50 - $300/dBA/dwelling
0.8 - 4.8% damage for 10 dBA - $500 to $3,000 for $60,000 house.

North Virginia (TRR 812) - 10 dBA worth $900 on $60,000 house

Copies of reference attached -- review our criteria?

1. Reduction of peak hour congestion along McLoughlin Boulevard;
2. Reduction of accidents;
3. Increased transit use;
4. Improved access to local industrial and commercial enterprises; and;
5. Relief of through traffic on arterials in the Sellwood-Moreland neighborhoods.

Benefits to the Sellwood-Moreland neighborhood area will be in (1) reduction of driving time, (2) energy savings due to a freer traffic flow and increased transit use, (3) savings from reduced accidents and lower insurance rates, (4) increased commercial property values, and (5) more business and higher commercial and residential values along and near the arterials due to reduction in traffic and noise.*

The benefits from Alternative 3 would continue until traffic growth catches up with the new capacity. If this point were reached before decisions concerning future transit systems were made and implemented, forseeable public transit supply would be unable to handle the excess. Traffic would increasingly use parallel arterials as alternate routes to the Brooklyn area and other Portland areas. This situation could be remedied by restriping to create four lanes in either direction.

---

*R.B. Palmquist, "Impact of Highway Improvements on Property Value in Washington," Washington State Transportation Commission, Olympia, Washington, March 1980. In this study Accessibility was statistically found to increase residential property values by 12 to 15 percent, but for every 2 1/2 dBA increase in noise levels, residential property values decline by 0.2 to 1.2 percent. Improve accessibility to commercial-industrial areas was estimated to increase land values by 16.7 percent. Other before and after studies show that business sales increase once congestion and through traffic is removed.

10 dBA = 0.8 - 48%?

$60,000 house - $500 - $3,000 damages

$50 - 300 /dBA/dwelling unit ?

stimates summary: Northern Virginia sample (N=206).

able	Parameter Estimates			
	Log-Linear[a]	t-Statistic	Log-Log[b]	t-Statistic
NOISE	-0.006	0.44	-	-
TN	-0.0006	0.97	-0.000 1	0.21
TNI	-0.0002	1.02	-0.000 05	0.27
LTEN	-0.0015	2.23	-0.001 0	1.48
LEQ	-0.0008	1.19	-0.000 3	0.45

[a] $R^2 = 0.69$. [b] $R^2 = 0.71$.

Table 5. Estimates summary: Tidewater Virginia sample (N=207).

Variable	Parameter Estimates					
	Linear[a]	t-Statistic	Log-Linear[b]	t-Statistic	Log-Log[c]	t-Statistic
NOISE	-531.75	0.58	-0.013	0.78	-	
TN	-102.07	1.33	-0.002	1.27	-0.0013	0.95
TNI	-22.55	1.27	-0.0004	1.18	-0.0003	0.94
LTEN	-88.26	1.27	-0.0015	1.18	-0.0012	0.96
LEQ	-100.98	1.29	-0.0018	1.18	-0.0014	0.98

[a] $R^2 = 0.69$. [b] $R^2 = 0.70$. [c] $R^2 = 0.71$.

ence on the market price of properties sold in the Tidewater area sample. (The sample was also stratified by high and low property prices and according to neighborhood, but the results still showed an insignificant relationship between price and noise.) However, for confidence levels as low as 85 percent (which policymakers may prefer to accept), noise was significant. Interestingly, at the 85 percent level of confidence the estimated influence per dB(A) was similar to that for the Northern Virginia sample for L_{10}: $88 ± $72. These estimates show that, even when one arranges the statistical tests to allow every possible chance for noise to be judged as an important influence on the market price of property, the parameter estimates will not equal large amounts of money. More specifically, these estimates for the Tidewater area show a willingness to pay between $16 and $160 per dB(A) with the mean estimate being equal to $88 to avoid noise.

Results are similar for the log-log equation estimates, which also are shown in Table 5.

IMPLICATIONS OF RESULTS FOR NOISE MITIGATION POLICY

The examination of the results presented earlier, along with financial data on noise barriers previously constructed at the Northern Virginia and Tidewater Virginia sites, suggests three conclusions relevant to future policy on noise mitigation.

First, the regression results presented for the 413 houses at the study sites strongly suggest that the influence of highway noise on the market price of housing is relatively minor. In particular, the reader will recall that only one of the five variables used to test noise sensitivity proved significant for levels of confidence as high as 97.5 percent. For LTEN, the elasticity estimates showed that a 1-dB(A) increase in the L_{10} noise level would reduce the market price for the Northern Virginia houses by approximately 0.15 percent. For a 5-dB(A) difference, the reduction would be about 0.75 percent, or for a $65 000 house about $500. For the Tidewater study sites, noise was not a statistically significant influence on price, except for low levels of confidence. A comparison of the results from this study and those of earlier studies of Northern Virginia strengthens the conclusion that noise is a weak influence on housing price. In a 1974 study of properties in Springfield, Virginia, a 5-dB(A) difference was estimated to result in a $380 reduction in market price (2); in a 1975 study of the same area, the estimates for noise influence were comparable. Given the increase in general housing prices in the period from 1975 to 1979, the estimate obtained in this study of $94 ± $88 for 1-dB(A) change is certainly reasonable. Furthermore, in my opinion, the results of these studies offer important evidence about the order of magnitude of the influence of noise on property values. One can strongly argue that empirical evidence supports only small monetary relationships between noise and the market price of housing.

A second conclusion that is important to the establishment of future noise mitigation policy is that past expenditures on noise mitigation have not been reasonably aligned with economic benefits as estimated in this study. The relevance of the estimates developed here is that the market reflects willingness to pay, which is a good monitor of the value of something to consumers--i.e., the benefits received. Thus, the figures presented earlier for the Northern Virginia sample that show a change of 1 dB(A) in the L_{10} noise level at the 97.5 percent level of confidence would be reflected by a change in the market price equal to $94 ± $88 [for a maximum change of $182/dB(A)] give an estimate of what consumers, as they perceive noise nuisance, believe reductions in noise are worth to them as reflected by their decisions in the market. Given this interval estimate, one can compare public expenditures on noise mitigation per house with what the market indicates people are willing to pay to avoid higher levels of noise. In Northern Virginia, for example, one noise barrier was built to protect 60 houses at a total cost of $436 375 ($7273/dwelling). Assuming the barrier achieved typical attenuation levels and reduced the L_{10} noise level by 10 dB(A)/house, the maximum estimated benefits are $182 [10 dB(A)] = $1820/dwelling. Even with a large margin for error, benefits (as estimated by willingness to pay) are well below $7300/dwelling.

The third conclusion that relates to noise mitigation policy is that expenditures per dwelling protected have been extremely variable. In the example given previously, the expenditure was about $7300/dwelling. At two other sites in Northern Virginia differences in design and dwellings protected yielded costs of $14 919 and $24 800/household. If economic benefits as reflected by differences in market price between relatively noisy and quiet houses were to have served as technical input to the decision process in these cases, one may have reasonably expected the range of expenditures per dwelling protected to have been smaller.

ACKNOWLEDGMENT

A number of individuals were helpful to me during the course of the study. Special thanks go to Earl Robb and Ahmet Anday of the Environmental Quality Division for their patience in explaining the noise barrier planning policy and for providing helpful information on noise estimates; to Jim Windley of the Suffolk District, who supplied the housing data for the sites in Tidewater; to Dave Noble and Ken Haviland for their patience in explaining the difficulties of noise measurement; to Jerry Korf and the data group for their punctual return of the computer results; to Natalie Carrington and Chris Janowski for accurate data reduction; to Susan Kane and Jean Vanderberry for typing; to Harry Craft for skillful editing; and to colleagues at the Research Council

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW 18-2

January 14, 1982

NOTED
H.S. COULTER

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applications
Banfield Transitway
City of Portland
Multnomah County

Dear Dave:

Attached is an original and nine copies of two PUC Applications relating to the Banfield Transitway. One is for authority to construct the 43rd Ave. off-ramp which will replace 42nd Ave. off-ramp. The other application is for the Holliday St. LRT overcrossing.

Cordially,

Roger D. Trygstad, P.E.
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter - w/att.
E. S. Hunter - w/att.
Bob Bothman - w/att.
Walt Hart - w/att.
Ed Hardt - w/att.
C. T. Keasey - w/att.
D. E. Swan - w/att.
J. L. Sollis - w/att.

RECEIVED
STATE HWY ENGR
JAN 18 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ____________

PUC Crossing No. 2A-003.10A

DOT-AAR Crossing No. UP 809158C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division.

for the authority, pursuant to ORS 763.040, to
(020/030/040)

relocate a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of NE 43rd Avenue Off-Ramp Overcrossing UPRR, Columbia River Highway (I-84)
(name of street or highway)

and Union Pacific Railroad
(name of railroad company)

Main Line
(name of railroad main or branch line or other trackage)

in Portland, Multnomah County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*

Interstate Transfer

☒ Other Federal Funds.*

UMTA

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

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Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _X_ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _X_ Other (please specify) Removal of the existing NE 42nd Avenue Off-Ramp Overcrossing UPRR.

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETI.. THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Walter J. Hart, 378-6551

2. Statutory authority under which this application is made: ORS 763.040 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 3.21

b. City Portland

c. Nearest railroad station Bruun

d. County Multnomah

e. The proposed project is to be in the NW 1/4 of the NW 1/4 of Section 31, Township 1 N, Range 2 E, W. M.

4. a. Name of public highway involved in this project:

NE 43rd Avenue Off-Ramp Overcrossing UPRR, Columbia River Highway (I-84)

b. Name of public authority with jurisdiction over this highway:

State of Oregon

5. Name of railroad involved in this project: Union Pacific Railroad Company, Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Co.

b. City of Portland,Bureau of Streets & Structures,621 SW Alder St,Portland,OR 97205

c. Multnomah County Public Works Division,2115 SE Morrison,Portland,OR 97204

d. Northwest Natural Gas Co.,123 NW Flanders St,Portland,OR 97209,Atn:Don Thomas

e.

f. Oregon Department of Transportation, Highway Division, Transportation Bldg.,Salem,OR 97310

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. **Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):** At this grade separation there will be constructed a structure for NE 43rd Avenue Off-Ramp at Columbia River Highway. It will overcross the Light Rail and the railroad zones. The existing structure for NE 42nd Avenue Off-Ramp will be removed.

8. a. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** Yes (yes/no)

   b. **If yes, why?** To accommodate the widening of the Columbia River Highway (I-84) and construction of the Light Rail Transitway adjacent to the highway which will provide for increased highway traffic and improved safety.

9. **Is the crossing involved (to be) a separated crossing?** Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______ (yes/no)

If no, why not? ______

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

______

(2) *Width—The highway is 18 feet wide at the crossing at present; after completion of the project, it will be 26 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

See Below

At present—		After completion—	
Shoulder** of	2 feet	Shoulder of	4 feet
1 lane(s) at	12 ft. ea.	1 lane(s) at	16 ft. ea.
~~Median of~~	~~feet~~	~~Median of~~	~~feet~~
~~lane(s) at~~	~~ft. ea.~~	~~lane(s) at~~	~~ft. ea.~~
Shoulder of	4 feet	Shoulder of	6 feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

(2) Present ramp at 42nd Avenue to be replaced with the proposed ramp at 43rd Avenue.

11.a. (continued)

(3) Surface—

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders;	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on—

	At present:	After completion:
________ approach (N or E)	± ________%	± ________%
________ approach (S or W)	± ________%	± ________%

(5) Nearest public roadway intersection on each approach—

(a) ________ approach: ________ft; ADT ________
(N or E)

(b) ________ approach: ________ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________; (b) ________.
(yes/no) (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad

	At present:	After completion:
(1) Number of tracks—	2	2

Name of each track from N (N or E) to S (S or W):

Spur, Mainline

(2) Angle of intersection— _____° _____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment—Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch—

	At present:	After completion:
________ of crossing: (N or E)	________ ft.	____________ ft.
________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 4000 ; After completion 7000 ;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements— (avg. per day)

	At present:	Expected after completion:
Freight trains:	16	16
Switching movements:	4	4
Passenger trains:	2	2

(2) Speed of trains—

Maximum allowable:	________ mph	____________ mph
Typical:	________ mph	____________ mph
Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation: ______________________________

(2) Estimated cost of installation: $______________________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ____________________

Number of such devices ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: ________________________________

Number of such devices: __________; To be located as follows: ________________________________

____

____

(1) Who will perform the installation? ________________________________

(2) Estimated cost of installation: $________________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ________________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $________________________________

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ________________________________

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ________________________________

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ________________________________

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ____________________________

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track--motion sensing type equipment; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

________ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ______ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100%

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
Oregon Department of Transportation-Highway Division

27. Is a temporary impairment [illegible] standard clearance on the railroad neces[illegible]y during the construction period? Yes
(yes/no)

If so, describe (and attach complete drawing): Falsework required for the construction of the NE 43rd Avenue Off-Ramp Overcrossing. Railroad construction clearance will be 19'-0" horizontal by 21'-0" vertical (See Dwg. No. 36219). Spur line is temporarily out of service. It will be relocated in the future to provide for adequate clearance.

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

____

____

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____

____

Route B: ____

____

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ____

____

Route B: ____

____

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ____

____

Route B: ____

____

33. Will emergency services t[illegible] from the area served by the crossing to[illegible] closed be adversely affected?

______
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

______

______

______

34. What protective devices are currently installed at the crossing to be closed?

______

______

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

______
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) ______

______

______

______

37. Who will close the crossing? ______

38. Who will bear the expense of closing the crossing? ______

______

39. Who will maintain the barricades, if any, at the closed crossing?

______

40. Who will pay for said maintenance? ______

______

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: None in vicinity.

42. Other items of construction and cost distribution:

None

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Oregon Department of Transportation-Highway Division Bridge Design Section Dwg. Nos. 35858 and 36219.

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 8, 9, 10, 11, 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 13 day of January, 1982

(Applicant)

(Attorney)

I, H.S Coulter, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

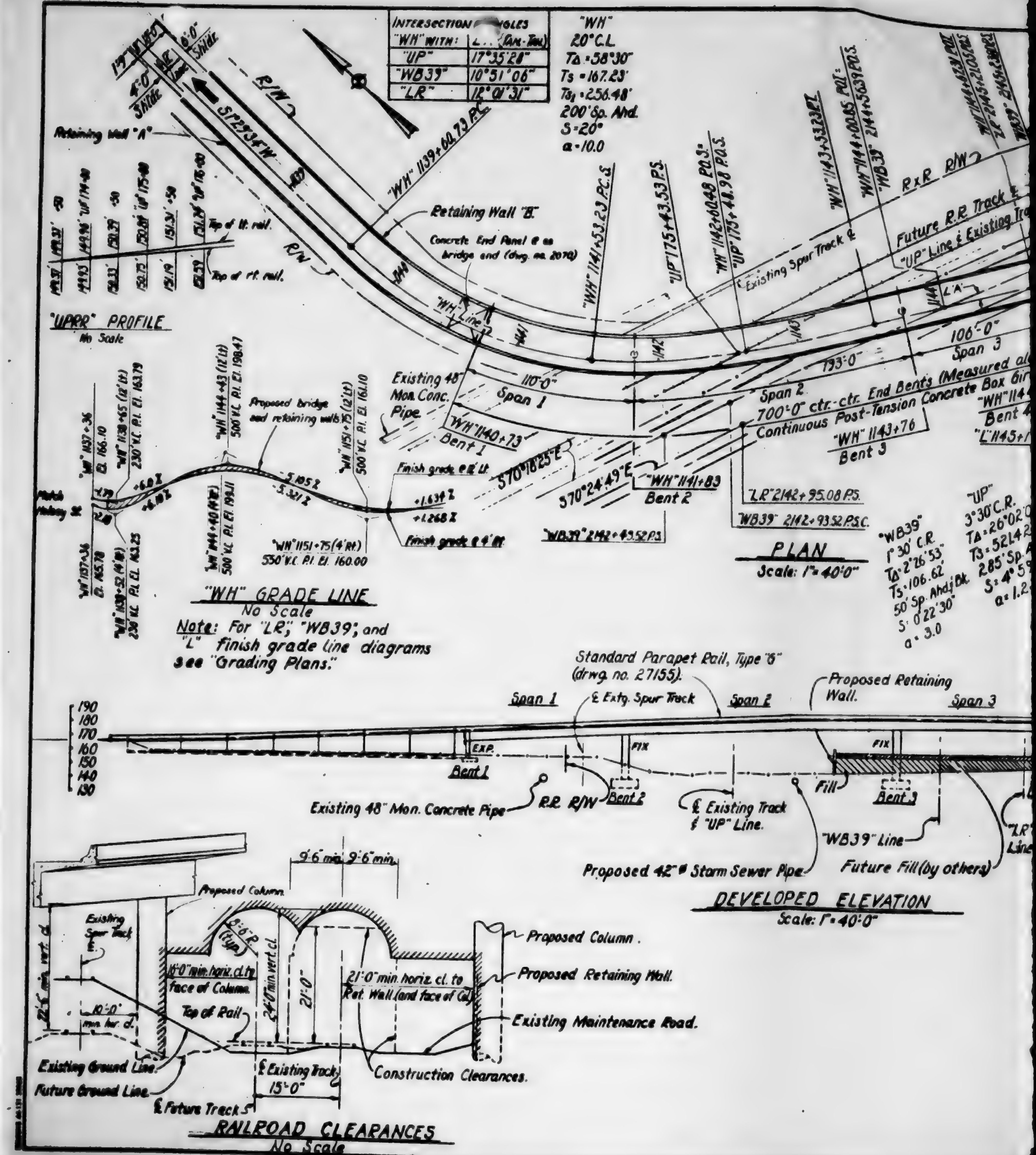
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 19th day of January, 1982.

(Notary Public for Oregon)

My Commission Expires: 12-15-84

PUC Form 202 (30) 1-80
Signature Page



INTERSECTION ANGLES
"WH" WITH:
"UP" 17°35'28"
"WB39" 10°51'06"
"LR" 12°01'31"
"WH"
20° C.L.
TΔ = 58°30'
Ts = 167.23'
Ts₁ = 256.48'
200' Sp. Ahd.
S = 20°
a = 10.0
4'-0" Shldr.
6'-0" Shldr.
S12°21'34"W
R/W
Retaining Wall "A"
Retaining Wall "B"
"WH" 1139+60.73 P.C.
Concrete End Panel @ ea. bridge end (dwg. no. 2070)
"WH" Line
"WH" 1141+53.23 P.C.S.
"UP" 175+43.53 P.S.
"WH" 1142+00.48 P.O.S.
"UP" 175+48.98 P.O.S.
"WH" 1143+53.23 P.T.
"WH" 1144+00.85 P.O.T.
"WB39" 2144+56.39 P.O.S.
RxR R/W
Future R.R. Track
"UP" Line & Existing Track
Existing Spur Track
106'-0"
Span 3
193'-0"
Span 2
700'-0" ctr.-ctr. End Bents (Measured along
Continuous Post-Tension Concrete Box Girder
"WH" 1143+76
Bent 3
Bent 4
Existing 48" Mon. Conc. Pipe
110'-0"
Span 1
"WH" 1140+73
Bent 1
S70°18'25"E
S70°24'49"E
"WH" 1141+83
Bent 2
"LR" 2142+95.08 P.S.
"WB39" 2142+93.52 P.S.C.
"WB39" 2142+43.52 P.S.
"WB39"
1°30' C.R.
TΔ = 2°26'53"
Ts = 106.62'
50' Sp. Ahd. Bk.
S = 0°22'30"
a = 3.0
"UP"
3°30' C.R.
Top of lt. rail
Top of rt. rail
"UPRR" PROFILE
No Scale
Proposed bridge and retaining walls
Match Holiday St.
Finish grade @ ℄ Lt.
Finish grade @ 4' Rt.
+6.0%
-5.105%
-5.321%
+1.634%
+1.268%
"WH" 1151+75 (4' Rt.) 550' V.C. P.I. El. 160.00
Standard Parapet Rail, Type "6" (drwg. no. 27155).
℄ Extg. Spur Track
Proposed Retaining Wall.
EXP.
FIX
Bent 1
Bent 2
Bent 3
Fill
Existing 48" Mon. Concrete Pipe
R.R. R/W
℄ Existing Track & "UP" Line.
"WB39" Line
Proposed 42" ⌀ Storm Sewer Pipe
Future Fill (by others)
190
180
170
160
150
140
130
Proposed Column
Existing Spur Track ℄
9'-6" min.
9'-6" min.
8'-0" R. (typ.)
15'-0" min. horiz. cl. to face of Column
10'-0" min. hor. cl.
22'-6" min. vert. cl.
24'-0" min. vert. cl.
21'-0"
21'-0" min. horiz. cl. to Ret. Wall (and face of Col.)
Top of Rail
Proposed Column.
Proposed Retaining Wall.
Existing Maintenance Road.
Construction Clearances.
Existing Ground Line.
Future Ground Line.
℄ Future Track 5
℄ Existing Track
15'-0"

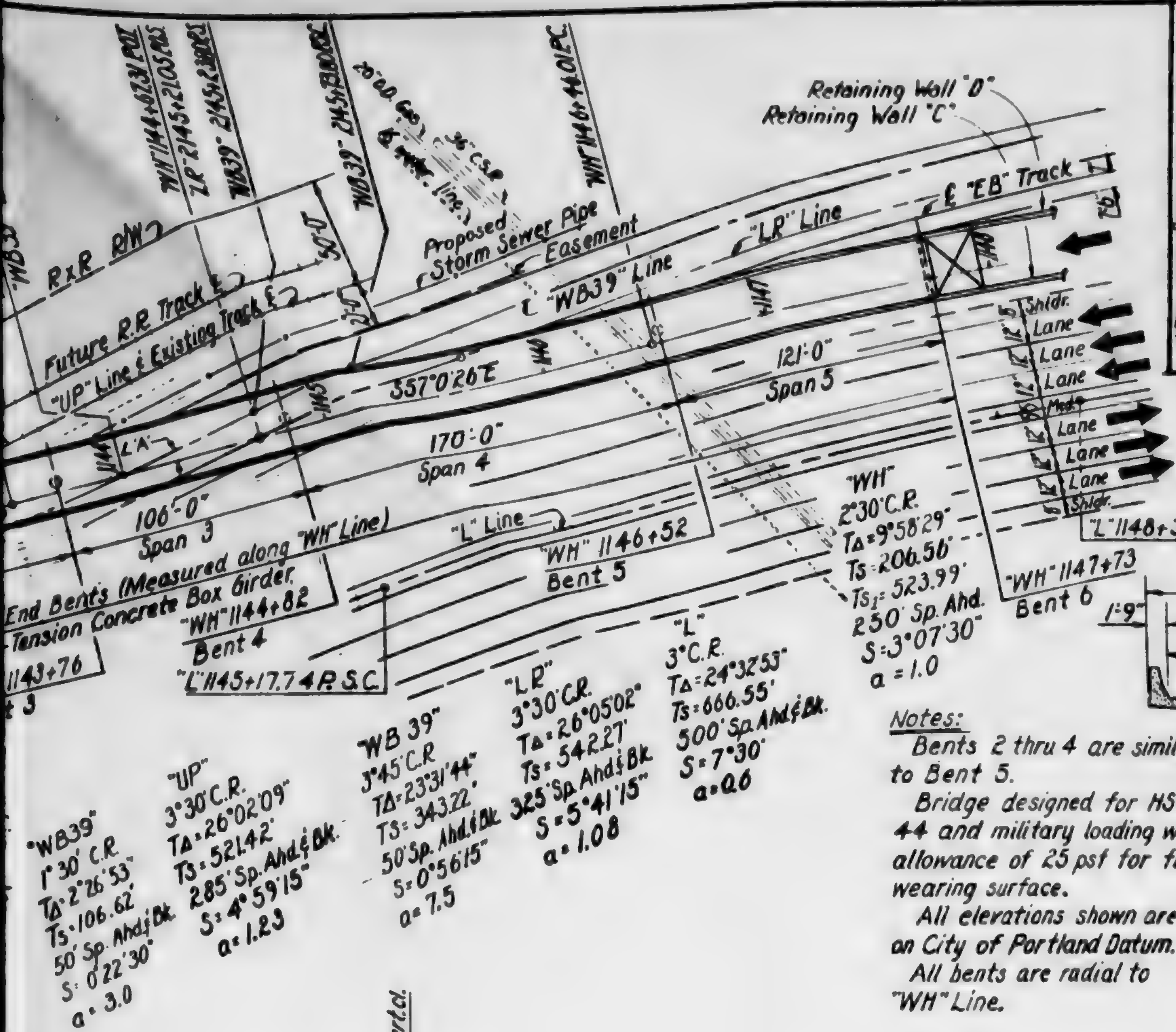
PLAN
Scale: 1" = 40'-0"

"WH" GRADE LINE
No Scale

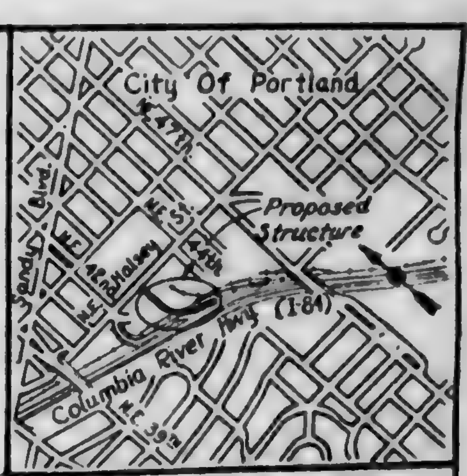
Note: For "LR", "WB39", and "L" finish grade line diagrams see "Grading Plans."

DEVELOPED ELEVATION
Scale: 1" = 40'-0"

RAILROAD CLEARANCES
No Scale



"WB39"
"WH"1144+63.23 P.O.T.
"L.P." 2145+21.05 P.R.S.
"WB39" 2145+23.80 P.T.
"WB39" 2145+31.80 P.C.
"WH" 1146+44.01 P.C.
20" C.S.P.
36" C.S.P.
Retaining Wall "D"
Retaining Wall "C"
R x R R/W
30'-0"
Proposed Storm Sewer Pipe Easement
℄ "EB" Track
"LR" Line
Future R.R. Track ℄
"UP" Line & Existing Track ℄
℄ "WB39" Line
S57°02'6"E
121'-0"
Span 5
170'-0"
Span 4
106'-0"
Span 3
Shldr.
Lane
Lane
Lane
Med.
Lane
Lane
Lane
Shldr.
"L" Line
"WH" 1146+52
Bent 5
End Bents (Measured along "WH" Line)
Tension Concrete Box Girder
"WH" 1144+82
Bent 4
1143+76
Bent 3
"L" 1145+17.74 P.S.C.
"L" 1148+36.01 P.C.S.
"WH" 1147+73
Bent 6
"WH"
2°30' C.R.
TΔ=9°58'29"
Ts=206.56'
Ts1=523.99'
250' Sp. Ahd.
S=3°07'30"
a=1.0
"L"
3°C.R.
TΔ=24°32'53"
Ts=666.55'
500' Sp. Ahd & Bk.
S=7°30'
a=0.6
"LR"
3°30' C.R.
TΔ=26°05'02"
Ts=542.27'
325' Sp. Ahd & Bk.
S=5°41'15"
a=1.08
"WB 39"
3°45' C.R.
TΔ=23°31'44"
TS=343.22'
50' Sp. Ahd & Bk.
S=0°56'15"
a=7.5
"UP"
3°30' C.R.
TΔ=26°02'09"
Ts=521.42'
285' Sp. Ahd & Bk.
S=4°59'15"
a=1.23
"WB39"
1°30' C.R.
TΔ=2°26'53"
Ts=106.62'
50' Sp. Ahd & Bk.
S=0°22'30"
a=3.0

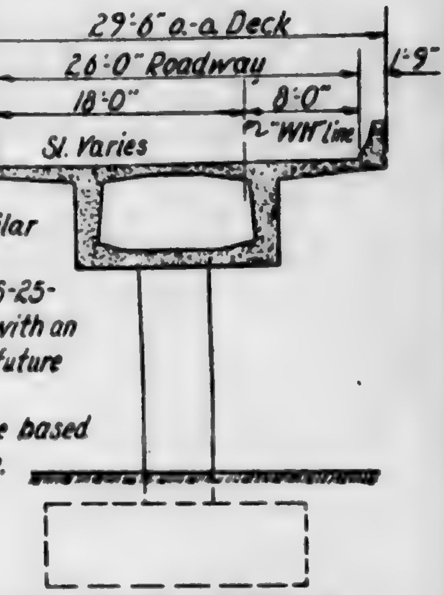


City Of Portland
N.E. 47th
Sandy Blvd.
N.E. 42nd
N.E. Halsey
N.E. 43rd
N.E. 44th
Proposed Structure
Columbia River Hwy. (I-84)
N.E. 39th

NW ¼ of NW ¼ of Sec. 31
T1N, R2E, W.M.

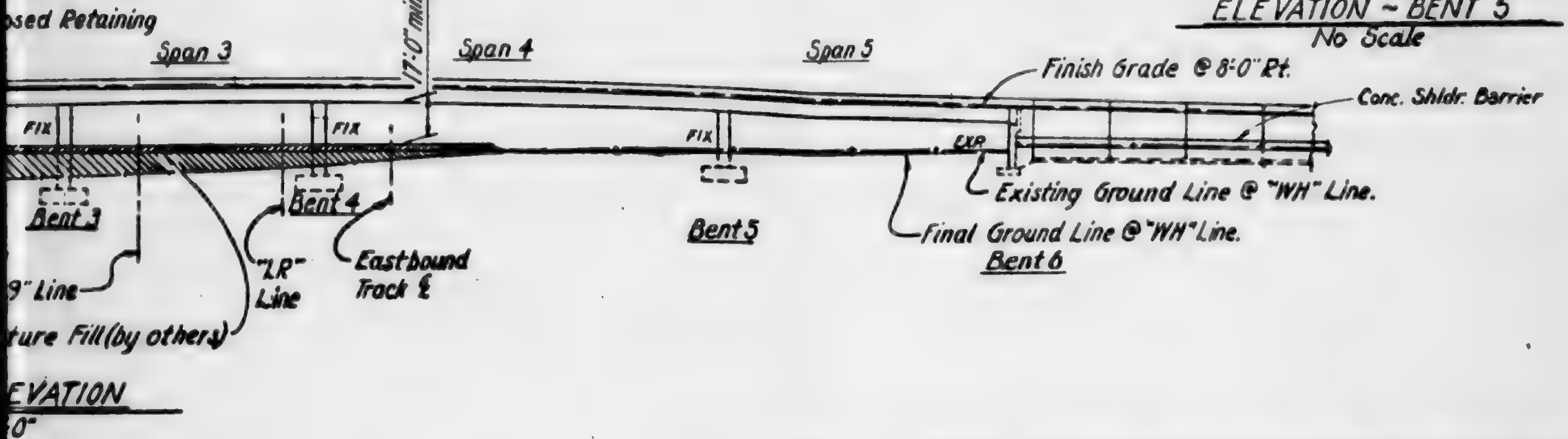
VICINITY MAP
No Scale

Notes:
Bents 2 thru 4 are similar to Bent 5.
Bridge designed for HS-25-44 and military loading with an allowance of 25 psf for future wearing surface.
All elevations shown are based on City of Portland Datum.
All bents are radial to "WH" Line.



29'-6" o-o Deck
26'-0" Roadway
1'-9"
1'-9"
18'-0"
8'-0"
℄ "WH" Line
Sl. Varies

ELEVATION ~ BENT 5
No Scale



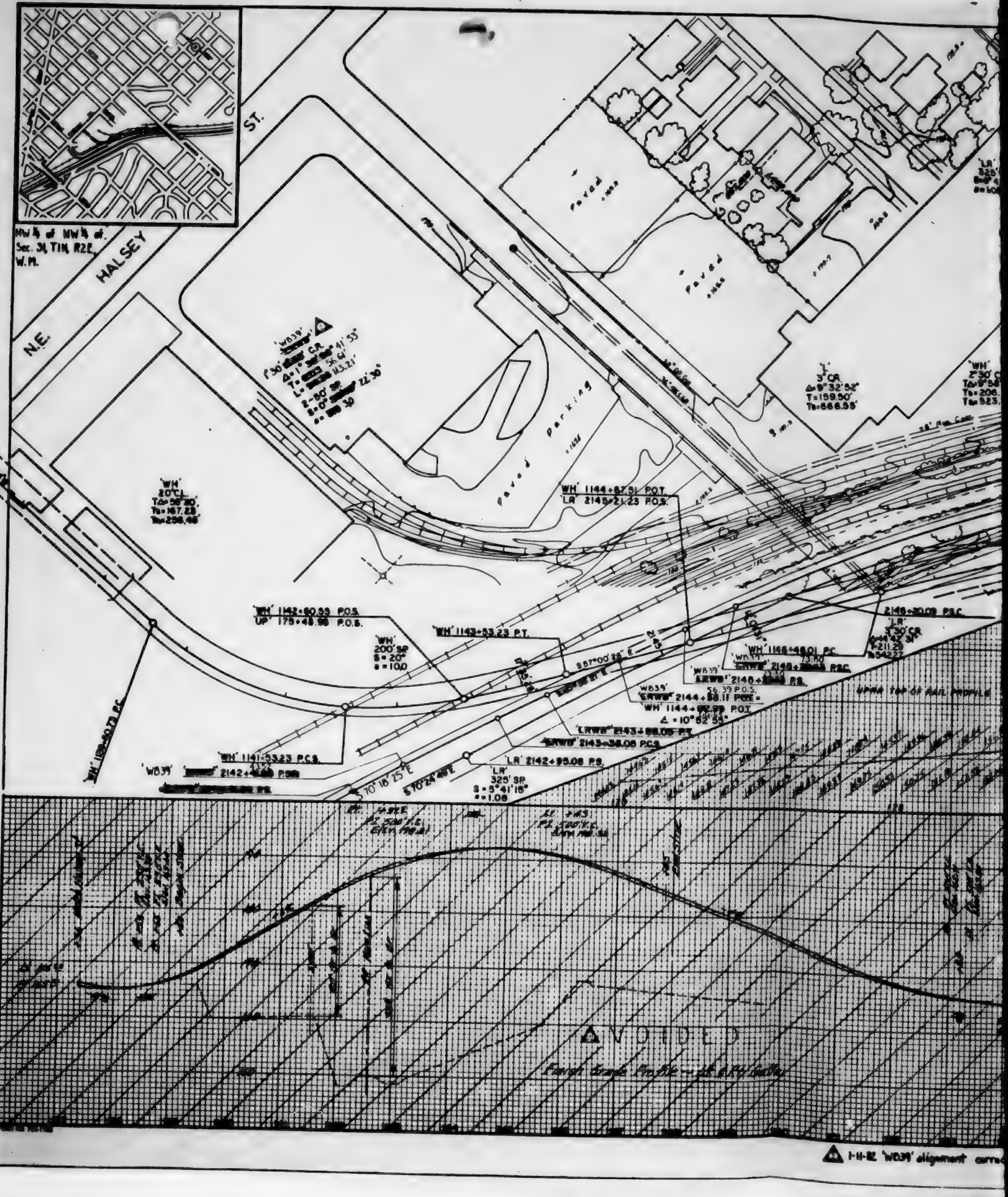
posed Retaining
Span 3
Span 4
Span 5
17'-0" min. vert. cl.
Finish Grade @ 8'-0" Rt.
Conc. Shldr. Barrier
FIX
FIX
FIX
EXP.
Bent 3
Bent 4
Bent 5
Bent 6
"WB39" Line
"LR" Line
Eastbound Track ℄
Future Fill (by others)
Existing Ground Line @ "WH" Line.
Final Ground Line @ "WH" Line.

ELEVATION
0"

JAN 12 1982

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

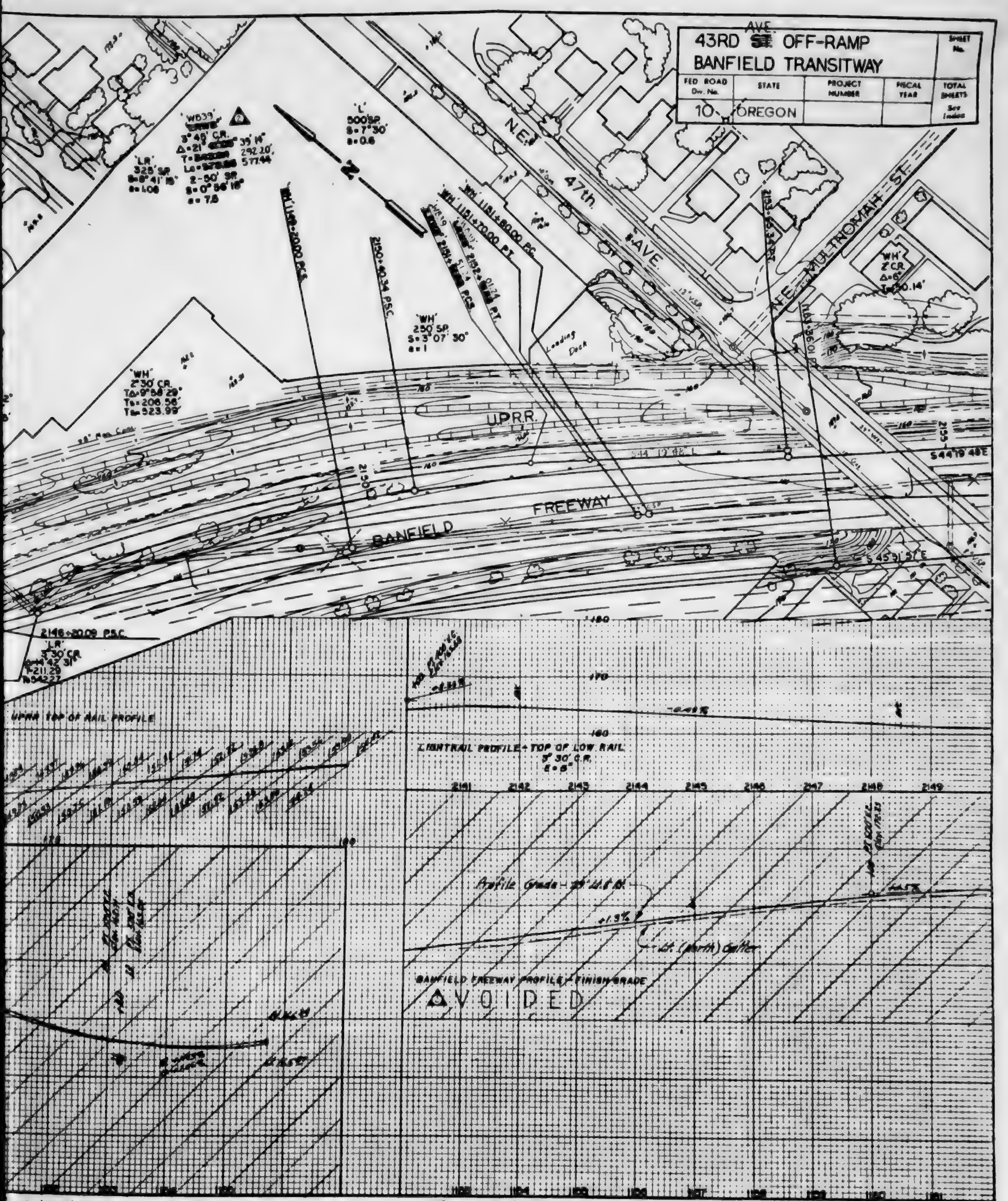
APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	N.E. 43RD AVE. OFF-RAMP OXING UPRR
TECHNICAL SERVICES ENGINEER	N.E. 39TH AVE. ~ N.E. 58TH AVE SECTION
DESIGNED R.A.L. DRAWN T.H. CHECKED REVIEWED REVIEWED CALC BOOK 1841	COLUMBIA RIVER HWY. (I-84) · MULTNOMAH COUNTY PLAN AND ELEVATION (P.U.C.)
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE January 11, 1982 BRIDGE NO. 16553
	SHEET 1 OF 1 DRAWING NO. 36219


NW¼ of NW¼ of. Sec. 31, T1N, R2E, W.M.
N.E. HALSEY ST.
'WB39'
1°30' C.R.
Δ=1° 41' 55"
T= 56.61'
L= 113.21'
S-80' SP.
S=0° 22' 30"
e= 30
'WH' 20°CL. TΔ=56°50' Ts=167.23 Ts=236.48
Paved Parking
Paved
'L' 3° CR. Δ=9°32'52" T=159.50' Ts=666.88'
'WH' 2°30' C TΔ=9°58 Ts=206. Ts=323.
'LR' 325'
'WH' 1144+87.51 P.O.T.
'LR' 2148+21.23 P.O.S.
'WH' 1142+60.33 P.O.S.
'UP' 175+48.96 P.O.S.
'WH' 1143+53.23 P.T.
'WH' 200' SP S=20° e=10.0
S87°00'38" E
'WB39' 'LRWB' 2140+ P.S.
56.39 P.O.S.
'WB39' 'LRWB' 2144+36.11 P.O.I.
'WH' 1144+92.99 P.O.I.
Δ=10°52'55"
'LRWB' 2143+88.05 P.T.
'LRWB' 2143+38.05 P.C.S.
'LR' 2142+95.08 P.S.
'LR' 325' SP. S=5°41'15" e=1.08
'WH' 1141+53.23 P.C.S.
'WB39' 2142+ P.S.
S 70°18'25" E
S 70°24'49" E
'WH' 1146+48.01 P.C.
'WB39' 'LRWB' 2146+ P.S.C.
2146+20.09 P.S.C.
'LR' 3°30' CR Δ=6°42'31" T=211.29 Ts=542.27
UPRR TOP OF RAIL PROFILE
VOIDED
Finish Grade Profile

1-11-82 'WB39' alignment corre

43RD ~~ST~~ AVE. OFF-RAMP
BANFIELD TRANSITWAY

FED ROAD Dw. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
10	OREGON			See Index	



'WB39' ②
3°45' C.R.
Δ=21° 39' 14"
T=292.20'
Lc=577.44
2-50' SP.
S=0°56'16"
e=7.8
'LR'
325' SP.
S=8°41'15"
e=1.06
'L'
500' SP.
S=7°30'
e=0.6
N
'WH' 1149+20.00 P.C.S.
2150+40.34 P.S.C.
'WH' 1151+80.00 P.C.
'WH' 1151+70.00 P.T.
'WH'
250' SP.
S=3°07'30"
e=1
'WH'
2°30' C.R.
TΔ=9°58'29"
T=206.58'
T=523.99'
N.E. 47th AVE.
N.E. MULTNOMAH ST.
'WH'
2° C.R.
Δ=6°
T=150.14'
Loading Dock
U.P.R.R.
BANFIELD FREEWAY
2150
2155
S 44°19'48"E
S 45°31'51"E
2146+20.09 P.S.C.
'LR'
3°30' C.R.
Δ=14°42'31"
T=211.29
L=542.27
UPRR TOP OF RAIL PROFILE
170
160
180
190
CENTRAL PROFILE - TOP OF LOW RAIL
5°30' C.R.
E=5"
2141
2142
2143
2144
2145
2146
2147
2148
2149
Profile Grade - 20' Lt. ¢ Bl.
+1.3%
Lt. (north) Gutter
BANFIELD FREEWAY PROFILE - FINISH GRADE
② VOIDED
1150
1151

11-11-82 'WB39' alignment corrections | voided gradelines.

Revised Oct. 1981

BR# 16553

DR# 35858

9514

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16553

January 11, 1982

TO: Dale E. Wilkens, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: 43rd Avenue Off-Ramp Overcrossing UPRR
NE Union Avenue-60th Avenue
Columbia River Highway (Interstate 84)
Multnomah County
BR 16553

Enclosed are five reduced prints of Drawings 36219 and 35858 which are the preliminary plan and elevations and vicinity maps for the subject structure. Copies of the foundation report will be forwarded when it becomes available.

The 43rd Avenue Overcrossing structure carries westbound Banfield Freeway traffic off the Banfield, over the Light Rail trackwan and UPRR tracks on to 43rd Avenue. The 26'-0" roadway width meets the geometric standards established for the project. The design cross section is the same as several structures in the Banfield-Interstate 205 Interchange previously submitted and approved by you.

Estimated costs, based on approximate quantities and including an allowance for engineering and contingencies, are $2,774,000 for the 43rd Avenue structure including cost of removal of the existing 42nd Avenue structure.

We request your approval of these preliminary plans.

JEB:jrb
Enclosure
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1 set
R. N. Bothman /w/ 2 sets
E. L. Hardt /w/ 1 set
R. A. Sandmann /w/ 6 sets

RECEIVED
TECHNICAL SERVICES
JAN 12 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9594 1-x-2

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August 1980)

Bethlehem Lutheran Church
(39th Avenue @ Senate Street)
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

January 1982

REGISTERED PROFESSIONAL ENGINEER
10335
Anthony J George Jr
OREGON
July 13, 1979
ANTHONY J. GEORGE JR.

TABLE OF CONTENTS

Page

SUMMARY i

INTRODUCTION 1

PROJECT DESCRIPTION 1

TRAFFIC NOISE IMPACTS AND MITIGATION 2

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 5

MITIGATION OF CONSTRUCTION NOISE IMPACTS 5

LOCAL COORDINATION 6

LIST OF PREPARERS 7

APPENDIX A: Methodology
 Traffic
 Existing Noise Measurements and Model Validation
 Alternate Mitigation Measures

APPENDIX B: Consideration of Noise Barrier Alternative and Architectural Mitigation

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report

(Supplement to Dames and Moore Acoustics Technical Report, August, 1980)

Bethlehem Lutheran Church
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the Bethlehem Lutheran Church near the intersection of 39th Avenue and Senate Street on the south side of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

The northeast wing of the Bethlehem Lutheran Church is predicted to exceed the FHWA interior design noise level of Leq 52 dBA with windows open (See Figure 3). The northeast wing of the building houses three rooms, which are currently used as a meeting room, the pastor's office, and a classroom. These rooms are located on the basement level, the first floor, and the second floor respectively. Maximum predicted interior noise levels range from Leq 64 dBA to Leq 66 dBA. The rest of the church that faces the freeway is composed of a social hall and the sanctuary, on the basement level and first floor respectively. However, the windows in these two rooms are never opened, hence no interior impacts are predicted in either of the rooms.

In order to reduce traffic noise levels in the northeast wing of the church, the following mitigation measures are recommended.

1. Replacing both front casement windows on each of the three floors of the northeast wing of the church.
2. Installing window air conditioning units on each of the three floors to allow the windows to remain closed.

Estimated cost for these mitigation measures, including engineering and contingencies, is $5500. The resultant noise levels inside the church would be Leq 44-46 dBA with the windows closed and air conditioners not operating. However, an exception to the achievement of the FHWA interior design noise level of Leq 52 dBA will be requested, because the window type air conditioners can generate interior noise levels up to 62 dBA. The noise level of 62 dBA, however, is still a 2 to 4 dBA decrease over the predicted interior noise levels with windows open. Therefore, this is regarded as the most feasible and practical mitigation measure for the church.

Banfield Transitway Final Noise Study Report
Bethlehem Lutheran Church
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressely superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation at the Bethlehem Lutheran Church near the intersection of Senate Street and 39th Avenue on the south side of the Banfield Freeway.

Figure 1 shows the location of the Bethlehem Lutheran Church in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system. A new eastbound on-ramp from 39th Avenue would also be constructed.

TRAFFIC NOISE IMPACTS AND MITIGATION

The Bethlehem Lutheran Church is a concrete masonry structure located at 1244 N.E. 39th Avenue (see Figure 2). The church is subject to the Category E interior design noise level as set forth in the Federal Highway Program Manual, Section 7-7-3.

The FHWA interior design noise level of Leq 52 dBA is predicted to be exceeded in one portion of the church, the northeast wing. The northeast wing has three floors, each with windows facing the Banfield Freeway. The windows in the northeast wing are opened in the summertime for ventilation.* The basement level is a main meeting room of the church, currently being used for Sunday School classes, choir assemblies, and various other groups that meet during the week, such as church council and circle groups. The first floor is the pastor's office, which is also utilized for Sunday School classes. The second floor is a classroom, and is currently used for Sunday School. Each room receives extensive use. Predicted interior noise levels in the northeast wing with windows open vary from Leq 64 dBA in the basement level to Leq 66 dBA at the second floor. These interior noise levels were computed by calculating the exterior noise levels and subtracting the measured building reduction factor of 2 dBA.* The pastor of the church has stated that he has to close the window in his office to maintain normal speech when conversing with someone in his office or when talking on the telephone.**

---

*As per telephone conversation with E.H. Hauge, Pastor of Bethlehem Lutheran Church.

The remainder of the church facing the Banfield Freeway is not impacted by traffic noise. The sanctuary, which is located on the first floor on the north side of the church (see Figure 2) is not equipped with opening type windows. Since the windows do not open, there is sufficient noise reduction from the structure itself to attain the FHWA interior design noise level of Leq 52 dBA at all times. A social hall is located in the basement, directly below the sanctuary on the north side of the church. Although the social hall is equipped with opening type windows, the windows are never opened.** As with the sanctuary, there is sufficient noise reduction from the structure itself to attain the FHWA interior design noise level of Leq 52 dBA. Therefore, since neither of these areas are predicted to exceed the FHWA interior design noise level, mitigation is not needed in this section of the church and was not investigated further.

There is also a small play area in the southeast corner of the parking lot of the church (see Figure 2). The play area consists of a basketball hoop and the paved area around it. The play area is primarily used by children attending the church preschool during the week. The preschool class meets outside for a one-half hour morning recess if weather permits. Predicted noise levels at the play area are Leq 69 dBA. This noise level exceeds the

---

* Measured by ODOT in July 1981. See Appendix A, EXISTING NOISE MEASURMENTS AND MODEL VALIDATION, for details.

** As per telephone conversation with E.H. Hauge, pastor of Bethlehem Lutheran Church.

FHWA Category B exterior design noise level of Leq 67 dBA and constitutes an impact. Noise mitigation to the play area, however, has already been recommended in the 39th-44th Avenues (South) Final Noise Study Report. A noise barrier planned for that section will reduce noise levels at the playground to Leq 65 dBA. Therefore, the playground is regarded as mitigated and is not discussed further in this report.

Several general types of noise mitigation such as traffic control measures were investigated for the church but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Architectural mitigation was also feasible and found to be the most practical alternative. The sound wall investigation is discussed in Appendix B. Architectural mitigation is discussed both in Appendix B and in this section.

The architectural mitigation consists of replacing the existing casement windows on the north side of the northest wing and installing three individual air conditioning units for ventilation--one on each floor of the impacted wing. There are two windows facing the freeway on each floor. In order for the architectural mitigation to be effective the other windows in each room would have to remain closed. The total estimated cost of these modifications, including engineering and contingencies, is $5,500.* The work is itemized in Appendix C, Table 3.

The window replacement and the installation of air conditioners will result in the following interior noise level reductions, provided the air conditioned units are not operating: Basement Level--from Leq 64 dBA to Leq 44 dBA; first floor--from Leq 64 dBA to Leq 44 dBA; second floor--from Leq 66 dBA to Leq 46 dBA. Each of the resultant interior design noise levels would attain the FHWA interior design noise level of Leq 52 dBA.

---

*Walter J. Hart, Bridge Engineer, Memo to Gary Potter, October 28, 1981.

During those periods when the air conditioning units are operating, interior noise levels could be as high as 62 dBA.* Air conditioning units vary as to the amount of interior noise generated, depending on manufacturer and model.

An exception to the achievement of the FHWA interior design noise level will be requested, because the FHWA interior design noise level of Leq 52 dBA will still be exceeded when the air conditioning units are operating. However, even an interior noise level of Leq 62 dBA is a noticeable decrease (2 to 4 dBA) over interior noise levels in the northeast wing without noise mitigation. Therefore, this mitigation measures is considered justified and recommended for implementation.

Once initial installation is completed, maintenance and upkeep of the windows and air conditioning units will become the responsibility of the church.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of the FHWA interior design noise level of Leq 52 dBA is requested for the church during those periods when the air conditioning units are running. Justification for this request is contained in the preceding section of this report.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

---

*Davy and Skale, Insulation of Buildings Against Highway Noise. (FHWA-TS-77-202), U.S. Department of Transportation, reprinted February 1979.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis for the Bethlehem Lutheran Church consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

The Bethlehem Lutheran Church was analyzed extensively in order to accurately compute the interior noise level and compare it to the applicable design noise level. This church is subject to the FHWA interior design noise level of Leq 52 dBA. Noise measurements, in addition to being used to validate the noise model, were taken to document the existing noise level and also to quantify the building noise reduction factor. Exterior noise levels at each of the impacted floors of the church were calculated, and the measured building noise reduction factor subtracted. The resultant noise level was the predicted interior noise level.

The consultant, in the Acoustics Technical Report, recommended further investigation to this building. The consultant stated that architectural mitigation may be necessary. This report provides the documentation necessary to determine that architectural mitigation is the most effective and economical method of noise mitigation for the church.

TRAFFIC

The traffic data used for noise predictions at the church is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 39th Avenue to 57th Avenue off-ramp). Supplemental traffic predictions for the ramps and adjacent streets which affect noise levels at the church were computed by the

Oregon Department of Transportation. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured in July 1981 with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

Two noise measurements were taken. The results of the measurements are given in Table 2. Hourly vehicular volumes given in Table 2 are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and were found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

The two measurements were taken on the third floor of the northeast wing of the church (see Figure 2) in the center of a Sunday School classroom. The microphone was placed at a height of five feet. Simultaneous indoor-outdoor measurements were taken, first with the windows open and then with the windows closed. The building noise reduction factor is the difference between the outdoor and indoor measurements. The measured building noise reduction factor with the windows open was 2 dBA. The measured building noise reduction factor with the windows closed was 22 dBA. This indicates that closing the windows is responsible for an additional 20 dBA.

---

*Nagra IV-S recorder in conjunction with a B & K Type I Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to mitigate noise impacts at the Bethlehem Lutheran Church identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of this portion of the roadway is designed in a level section consistent with the existing roadway. No shielding due to topography is evident other than a slight amount from the 39th Avenue on-ramp. More shielding from topography could be achieved by designing the roadway in a cut section. However, in order to maintain the current alignment of Senate

Street, any type of cut section would require a retaining wall. A retaining wall for the purpose of noise mitigation would be too expensive so was not investigated further. The recommended barrier for this section would accomplish the same results at a much cheaper cost. Therefore, no changes in the vertical alignment of the roadway are recommended.

APPENDIX B

Consideration of Noise Barrier Alternatives and Architectural Mitigation

CONSIDERATION OF NOISE BARRIER ALTERNATIVES

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be one feasible alternative for noise mitigation in the subject section. Concrete noise walls were the only feasible alternative noise barrier, since earth berms were unfeasible due to the physical setting and lack of available right-of-way.

A concrete noise barrier designed to mitigate interior noise levels in the church was analyzed for noise attenuation, construction costs, and aesthetics. Concrete walls can be constructed with either concrete block or precast concrete panels. Construction costs are approximately the same for either type of wall.

A concrete noise barrier has already been designed to mitigate 32 single family residences in the next section east, the 39th-44th Avenues section. The alternative wall design detailed in this section would extend that wall further west onto the 39th Avenue on-ramp. The alternative barrier studied is discussed below.

Extending Noise Barrier Recommended For 39th-44th Section Further West To Provide Noise Mitigation For The Church

The noise barrier recommended for ther 39th-44th Avenues section is 1305 feet in length and 14 to 16 feet in height. The barrier begins approximately 70 feet east of the church and extends eastward. This barrier is predicted to provide a 2 to 3 dBA reduction to interior noise levels in the impacted wing of the church.

The 2 to 3 dBA reduction in the interior noise level offered by this barrier would not achieve the design noise level or provide a significant reduction, however, so this mitigation measure alone was not judged to be sufficient. Therefore, using only the noise barrier designed for the 39th-44th Avenue Section was not recommended as a mitigation measure for the church.

Extending the 1305 foot noise barrier, described above, westward to a length of 1500 feet was investigated as a possible mitigation measure for the church. Any length greater than 1500 feet was not feasible because of interference with the 39th Avenue eastbound turning radius.* It was found that the 1500 foot barrier would offer an additional 5 to 6 dBA reduction to interior noise levels on each floor of the northeast wing of the church. The resultant interior noise level at the church with windows open would be Leq 58 dBA to Leq 61 dBA, which would still exceed the FHWA interior deign noise level of Leq 52 dBA.

However, even though the 195 foot extension of the recommended 39th-44th Avenue shoulder barrier would offer an additional 5 to 6 dBA reduction to interior noise levels in the church, it is regarded as very expensive. The cost of the 14-16 foot high extension, which was the most cost effective alternative studied, is $55,000. The extension would not benefit the residences in the 39th-44th Avenue section because they will receive nearly the same noise attenuation from the elevated 39th Avenue on-ramp as they would from the barrier. The construction cost of the barrier extension is judged to outweigh the benefit of noise mitigation when only the church would benefit from the barrier. Therefore, the option of extending the 39th-44th Avneue noise barrier is not recommended.

---

*Adrian Olson Memo to Anthony J. George, October 23, 1981.

ARCHITECTURAL MITIGATION

When other methods of noise mitigation have been exhausted, architectural mitigation, which is the structural modification of a building to reduce noise, is investigated. FHWA currently allows the use of public funds to mitigate traffic noise in public use or nonprofit institutional structures such as schools, hospitals and churches. The most practical way of reducing traffic noise levels inside the impacted northeast wing of the Bethlehem Lutheran Church would be to permanently close the windows so the traffic noise from the Banfield Freeway would not enter the room. Noise measurements have already shown that just the closing of the windows is sufficient to attain the FHWA interior design noise level of Leq 52 dBA in the northeast wing.

However, when the windows are permanently closed, some means of ventilating the room is needed. Two alternative forms of ventilation were investigated. The first alternative, a central ventilation system for the northeast wing, is described below. The second alternative, which is the installation of window air conditioners, was found to be the most practical alternative and was recommended. The air conditioner alternative is described in detail in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report.

Installation Of Central Ventilation System

The installation of a central ventilation system was investigated as a means of ventilating the northeast wing of the church after the windows were sealed. It was found that extensive modifications to the existing heating ductwork system in the building would be needed to accommodate a central ventilation system. These modifications would cost in excess of $30,000.* Therefore, this alternative was regarded as impractical and not investigated further.

---

*Gordon Ballard, ODOT Bridge Design Section, 1-13-82.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (39th-43rd)	1990	6080	570	51
39th Avenue Ramp	1990	470	30	35
39th Avenue	1990	1470	40	31

TABLE 2

Banfield Transitway Noise Study
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

RESULTS OF NOISE MEASUREMENTS AND COMPARISONS

Measurement	Autos	Medium Trucks	Heavy Trucks	Speed	Leq (dBA)	Leq (dBA)	Difference (+ or -)
1-Outdoor Mic.	3952	114	222	55	72	72	0
1-Indoor Mic. w/windows open	3952	114	222	55	70	--	n/a
2-Outdoor Mic.	3726	141	201	55	71	72	+1
2-Indoor Mic. w/windows closed	3726	141	201	55	49	--	n/a

TABLE 3

Banfield Transitway Noise Study
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

ITEMIZATION OF RECOMMENDED ARCHITECTURAL MITIGATION MEASURE

Item	Cost
Removal of existing windows	$ 600
Installation of new windows with air conditioning openings	$1,900
Three air conditioning units including wiring	$2,000
Engineering and contingencies	$1,000
TOTAL ESTIMATE	$5,500

TABLE 4

Banfield Transitway Noise Study
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

SUMMARY OF MITIGATION MEASURES INVESTIGATED

Mitigation Measure	Impacted Area	Interior Leq Level* No Mitigation	Interior Leq Level with Mitigation Measure	Reduction (dBA)	Cost	Recommendation
Extended Barrier in 39th-44th Section	Northeast Wing of Church	64-66	58-61	5-6	$55,000	No
Installation of Central Ventilation System	Northeast Wing of Church	64-66	44-46	20	$30,000	No
Installation of Window Air Conditioners	Northeast Wing of Church	64-66	44-46** 62***	20 2-4	$ 5,500	Yes

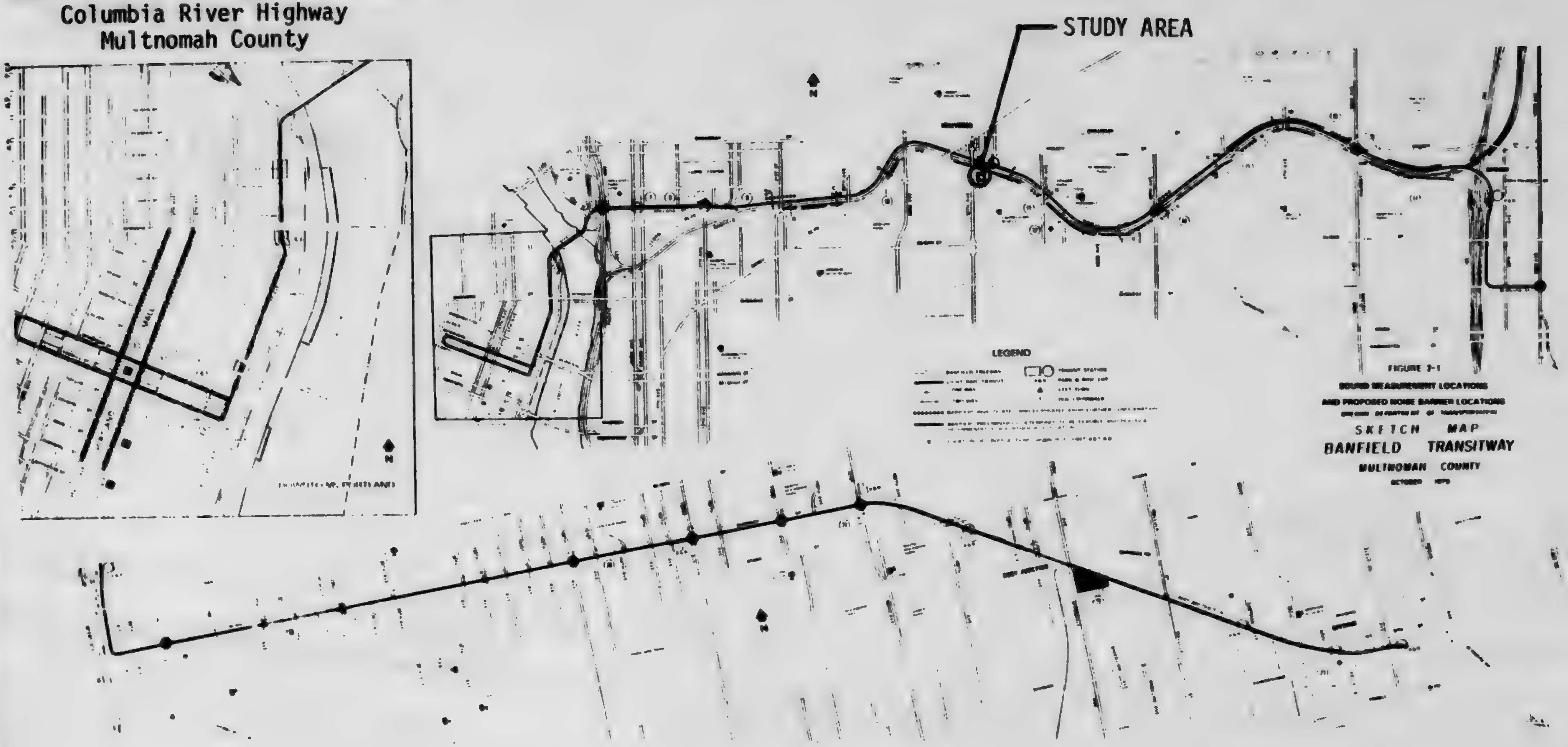
* This interior noise level includes noise reduction from the noise barrier in the 39th-44th section.
** Indicates interior noise level without air conditioner operating.
***Indicates interior noise level with air conditioner operating.

APPENDIX D

Figures

FIGURE 1

PROJECT LOCATION



39th Avenue @ Senate Street
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

STUDY AREA
LEGEND
FIGURE 3-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
N
MALL

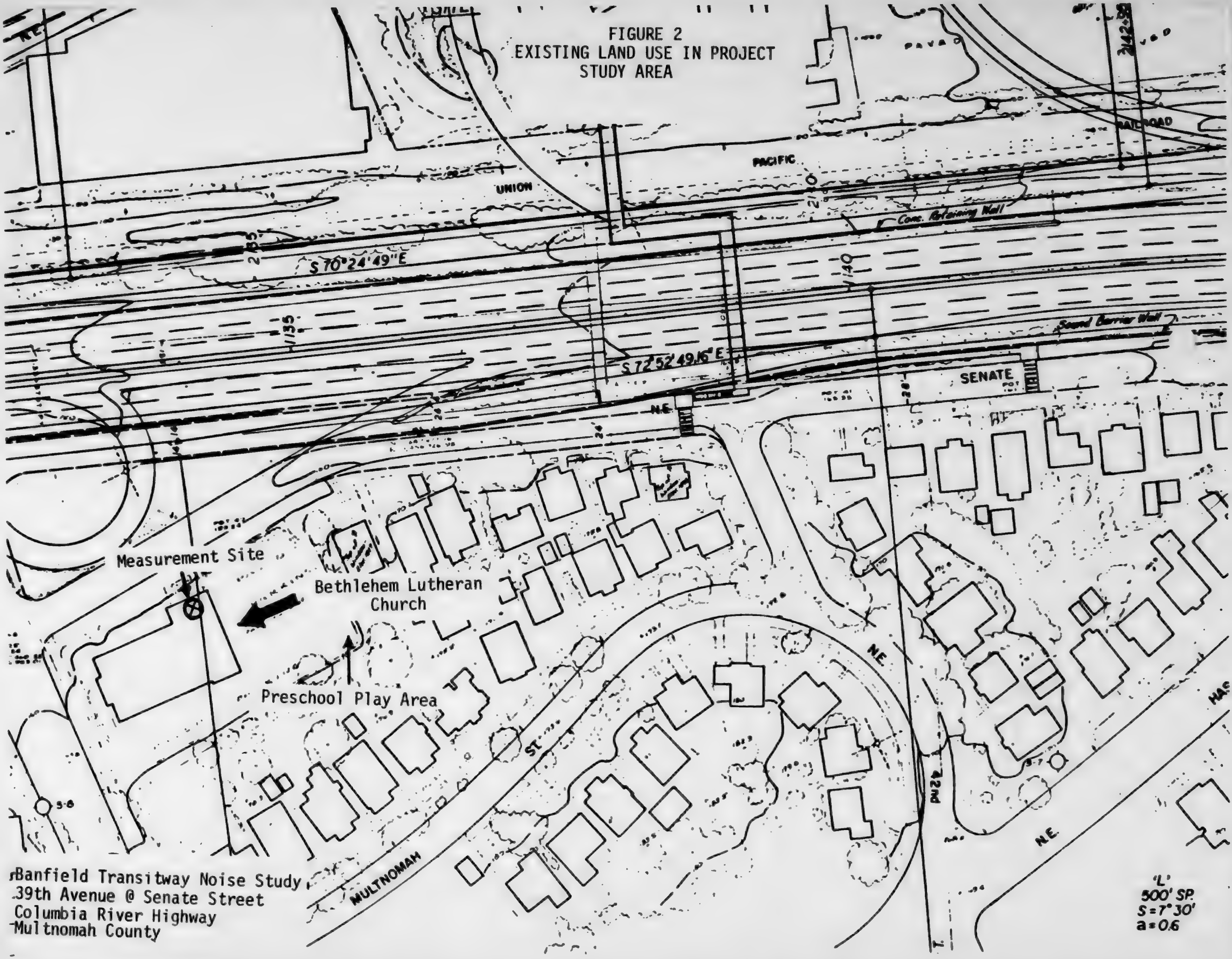


FIGURE 2
EXISTING LAND USE IN PROJECT STUDY AREA

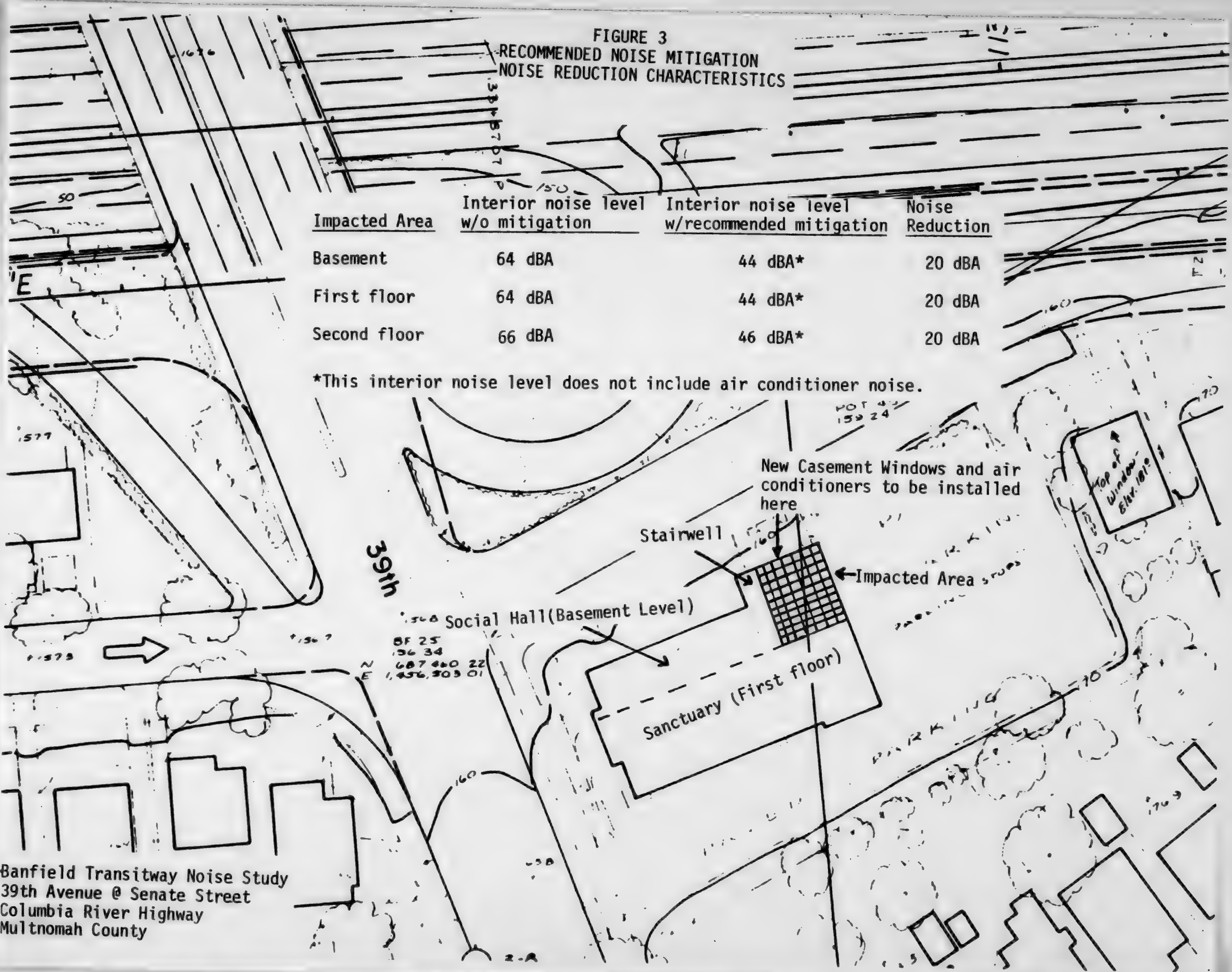
Banfield Transitway Noise Study
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

UNION
PACIFIC
RAILROAD
PAVED
Conc. Retaining Wall
S 70°24'49"E
S 72°52'49.16"E
Sound Barrier Wall
135
140
SENATE
N.E.
Measurement Site
Bethlehem Lutheran Church
Preschool Play Area
MULTNOMAH
ST.
N.E.
42nd
N.E.
HAS
S-8
S-7
'L'
500' SP.
S=7°30'
a=0.6

FIGURE 3
RECOMMENDED NOISE MITIGATION
NOISE REDUCTION CHARACTERISTICS

Impacted Area	Interior noise level w/o mitigation	Interior noise level w/recommended mitigation	Noise Reduction
Basement	64 dBA	44 dBA*	20 dBA
First floor	64 dBA	44 dBA*	20 dBA
Second floor	66 dBA	46 dBA*	20 dBA

*This interior noise level does not include air conditioner noise.


39th
New Casement Windows and air conditioners to be installed here
Stairwell
Impacted Area
Social Hall(Basement Level)
Sanctuary (First floor)
Top of Window Elev. 181.9
PARKING
BF 25
136 34
687 460 22
1,456,503 01
N
E

Banfield Transitway Noise Study
39th Avenue @ Senate Street
Columbia River Highway
Multnomah County

9594 1-82

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technicl Report, August 1980)

39th-44th Avenues (South) Section
Columbia River Highway
Multnomah County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section

January 1982

TABLE OF CONTENTS

Page

SUMMARY i

INTRODUCTION 1

PROJECT DESCRIPTION 1

TRAFFIC NOISE IMPACTS AND MITIGATION 2

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS 5

MITIGATION OF CONSTRUCTION NOISE IMPACTS 5

LOCAL COORDINATION 5

LIST OF PREPARERS 6

APPENDIX A: Methodology
Traffic
Existing Noise Measurements and Model Validation
Alternate Mitigation Measures

APPENDIX B: Construction of Noise Barriers

APPENDIX C: Tables

APPENDIX D: Figures

Banfield Transitway Final Noise Study Report

39th-44th Avenues (South) Section
Columbia River Highway
Multnomah County

SUMMARY

This report documents the Oregon Department of Transportation final analysis of the noise impact of the Banfield Transitway on the 39th-44th Avenue section of the Banfield Freeway. The final decision on noise mitigation measures recommended for construction is also documented in this report.

Thirty-two single family residences located along the subject section of the Banfield Transitway are predicted to exceed FHWA design noise levels. Thirteen of the 32 impacted residences are predicted to exceed the FHWA exterior design noise level of Leq 67 dBA. The remaining 19 residences do not have exterior activity areas, hence they are subject to the FHWA interior design noise level of Leq $\overset{62\text{ dBA}}{52\text{ dBA}}$ at the exterior of the structure assuming a 10 dBA building reduction factor with windows open. Figure 3 shows the predicted noise levels at the exterior of the impacted residences. The residences subject to the FHWA interior design noise level are marked with asterisks, signifying noise levels at the top of the first and second floor windows.

A 14 to 16 foot high wall, 1305 feet in length, is recommended for construction in this section to mitigate noise levels at the 32 impacted residences. This wall would also mitigate noise levels at a small preschool play area in the parking lot of the Bethlehem Lutheran Church. (See Figure 2). The 1305 foot barrier would reduce noise levels from 6 to 10 dBA in the first floor interiors, from 2 to 6 dBA in the second floor interiors, and from 7 to 12 dBA at the exterior activity areas of the affected residences. Exceptions to the achievement of the FHWA interior design noise level are requested at 19 of the 32 residences. The FHWA exterior design noise level will be achieved at the other 13 residences.

Estimated cost of the recommended barrier is $375,000, with a cost per dBA reduction per dwelling unit of $1245. This barrier was judged to be the most effective barrier for the cost. This barrier exceeds the cost estimated in the Acoustics Technical Report by $39,000.

Banfield Transitway Final Noise Study Report
39th-44th Avenues (South) Section
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. This Final Noise Study Report documents the results of more detailed studies performed for the subject section. Noise levels, impacts, and the preliminary design of noise mitigation for each segment described in the Acoustics Technical Report are considered to be accurate unless expressely superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is unfeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of FHWA design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, unfeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

This Final Noise Study Report deals with noise mitigation along the 39th-44th Avenue Section, on the south side of the Banfield Freeway.

Figure 1 shows the location of the 39th-44th Avenue road segment in relationship to the rest of the Transitway project. The selected alternative, the light rail transit alternative, would convert the existing HOV lanes on the Banfield Freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. The alignment of the freeway would be shifted southward approximately 30 feet in this section to allow for the new light rail system. A new eastbound on-ramp from 39th Avenue would also be constructed.

TRAFFIC NOISE IMPACTS AND MITIGATION

The study area is composed of the area between 39th and 44th Avenues, bordered by Senate Street and the Banfield Freeway on the north, and Multnomah and Hassolo Streets on the south (See Figure 2). Thirty-two single family residences and the Bethlehem Lutheran Church in this area are predicted to exceed FHWA design noise levels. This report deals only with impacts and mitigation to the 32 single family residences. Impacts and mitigation to the Bethlehem Lutheran Church are covered in a separate final noise study report, "39th Avenue @ Senate Street." Predicted noise levels at the 32 affected residential structures range from Leq 67 dBA to Leq 78 dBA. Predicted noise contours in the Acoustics Technical Report are assumed to be accurate so the number of impacted residences in this report only varies slightly from the consultant predictions. Two additional family residences, plus the 30 mentioned in the Acoustics Technical Report, are predicted to be impacted in this report. Existing noise measurements taken on this project recorded noise levels consistent with the consultant's predictions. The FHWA noise model, which was validated with the existing noise measurements, was used for supplemental predictions and mitigation calculations. The results of the validation are given in Appendix A of this report.

The 32 impacted residences in the subject section (identified as Houses 1-32 on Figures 2 and 3) are all wood frame structures. Twenty-two of the 32 residences are two story structures. However, second floor interior impacts are limited to 13 of the 22 two-story structures, because only these 13 have second story windows facing the freeway. These thirteen structures are identified as Houses 1, 2, 3, 5, 7, 8, 10, 15, 21, 23, 24, 26, and 32 on Figures 2 and 3.

There is also a small play area in the southeast corner of the parking lot of the Bethlehem Lutheran Church. This play area consists of part of the parking lot and a basketball hoop. The play area is primarily used by children attending the preschool at the church during the week. The preschool class meets outside for a one-half hour morning recess, if weather permits. Predicted year 1990 noise levels at this play area are Leq 69 dBA, therefore exceeding the FHWA exterior design noise level of Leq 67 dBA and constituting an impact.

Several general types of noise mitigation such as traffic control measures were investigated but were not found to be feasible. These general types of mitigation are discussed in more detail in Appendix A. Concrete sound walls were found to be feasible and were investigated further. Several designs of concrete sound walls were analyzed for acoustic effectiveness and costs. Based on this analysis, the most effective and economical wall was recommended for construction. The alternative walls investigated but not recommended are discussed in Appendix B. Table 4, "Sound Barrier Cost Evaluation", shows all the different wall alternatives that were studied. The table gives the physical characteristics, the construction costs, and the calculated cost effectiveness of all the wall alternatives.

The concrete wall recommended for construction in this roadway section would be 14 to 16 feet in height and 1305 feet in length. The wall would be a combination sound wall/shoulder barrier located on the eastbound shoulder of the roadway. The wall would extend from Station "L" 1134+70 Rt., on the shoulder of the 39th Avenue on-ramp, to Station "L" 1147+75 Rt., on the main freeway (see Figure 3). At Station "L" 1134+70 Rt., the 39th Avenue on-ramp is elevated from the main freeway. The grade of the 39th Avenue on-ramp decreases from 39th Avenue until the ramp grade matches the freeway grade at approximately Station "L" 1137+00. After the on-ramp merges with the freeway, the wall maintains a 15 to 16 foot height above the roadway shoulder the entire length of the barrier. A profile and cross sections of the recommended sound wall are shown in Figures 4 and 5 and the top of the barrier elevations at key points along the wall are given in Table 3.

The estimated cost of the barrier is $375,000 with a cost per dwelling unit of $11,700 and a cost per dBA reduction per dwelling unit of $1245. Approximately $12,000 in fencing costs would be saved if the barrier was constructed. The fencing would be replaced by the new barrier. The $375,000 price includes using 600 linear feet of "GM" shoulder barrier to protect the Senate Street side of the sound barrier from Senate Street motorists. The safety barrier may or may not be required as part of the barrier. The Bridge Design section will make that decision during the final barrier design. The cost of the barrier would be reduced by approximately $12,000 if the safety barrier was not included.

The predicted noise reductions at the affected receptors with the recommended mitigation are shown in Figure 3. The resultant noise level at the preschool playground with the recommended mitigation would be Leq 65 dBA, a reduction of 4 dBA. FHWA design noise levels at the playground would be achieved with the recommended mitigation.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of FHWA interior design noise levels is requested for Houses 1 through 14 and for Houses 17, 18, 19, and 32 (see Figure 3) where the FHWA interior design noise level will still be exceeded when windows are open, even with the recommended mitigation. Justification for this request is that this would be the most practical and cost effective barrier to mitigate the first floor interiors and the outside activity areas of the affected residences; and that a barrier high enough to offer sufficient attenuation to the second floor interiors would not be feasible. Additional information is contained in this report.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impact Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

Gerald L. Morrison, Acoustical Specialist

Newell Williams, Acoustical Technician

Tim Thex, P.E., Senior Specialist

Anthony J. George, P.E., Coordinating Engineer

APPENDIX A

Methodology

Traffic

Existing Noise Measurements and Model Validation

Alternate Mitigation Measures

METHODOLOGY

The noise analysis in the 39th-44th Avenue road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by a noise measurement taken in this road segment. The results of that validation are presented in Table 2.

Both exterior and interior FHWA design noise levels were considered in this analysis. Houses with exterior activity areas adjacent to the freeway were subject to the FHWA exterior design noise level of Leq 67 dBA, and houses without activity areas adjacent to the freeway were subject to the FHWA interior design noise level of Leq 52 dBA. Noise levels at both the first and second floors on those houses subject to the FHWA interior design noise level were predicted. All predictions in this report are at the exterior of the residences. The predictions for the houses subject to the FHWA interior design noise level are taken at top of window height. Corresponding interior noise levels with windows open can be found by subtracting 10 dBA from the exterior predictions. The 10 dBA is a building reduction factor recommended by FHWA for wood frame structures with windows open.

The construction of a noise barrier 12 feet in height and 1400 feet in length was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Several other barrier alternatives were examined for acoustic effectiveness, engineering feasibility, and costs. The most effective and economical design was then chosen for implementation.

TRAFFIC

The traffic data used for noise predictions in the 39th-44th Avenue road segment is listed in Appendix D of the Acoustics Technical Report (Table D-1 - 39th Avenue to 57th Avenue off-ramp). Supplemental traffic predictions for the ramps and adjacent streets which affect noise levels in the subject section were computed by the Oregon Department of Transportation. Table 1 in this report shows the volumes and speeds used for the 1990 noise predictions in the report.

EXISTING NOISE MEASUREMENTS AND MODEL VALIDATION

Existing noise levels were measured with instruments* meeting the requirements set forth in ANSI S1.4-1971, as specified in FHPM 7-7-3.

A noise measurement was made in order to determine the existing noise level in the study area. The measurement was also taken to validate the FHWA noise model to determine the extent of future traffic noise impacts. The measurement was taken at 4016 Senate Street (see Figure 2) near the west end of the study area. The measurement site was assumed to be typical of the average noise level at all the affected front row structures. The microphone was placed in the front yard at a height of 5 feet above the ground.

The results of the noise measurement are summarized in Table 2. Hourly vehicular volumes are estimated based on those recorded during the measurement periods. The number of vehicles during the measurement period do not necessarily reflect the existing "worst case" noise levels. The measured noise level was compared to the predicted noise level from the FHWA prediction model using the same traffic volumes counted during the measurements, and were found to compare favorably with the predicted noise level. Therefore, no adjustments to the model were made.

---

* Nagra IV-S recorder in conjunction with a B & K Type Sound Meter, Model 2209.

ALTERNATIVE MITIGATION MEASURES

In order to mitigate noise impacts at the 32 single family residences identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield Freeway is a major commercial route. Such a mitigation measure would interfere with the flow of interstate commerce, which is a major purpose of the roadway.

2. Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose.

3. Exclusive Lane Designation - Exclusive lane designations such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore, these types of mitigation measures would not be feasible.

4. Changes in Horizontal and Vertical Alignment - The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of this portion of the roadway is designed in a level section consistent with the existing roadway. No shielding due to topography is evident other than a slight amount from the 39th Avenue on-ramp. More shielding from topography could be achieved by designing the roadway in a cut section. However, in order to maintain the current alignment of Senate Street, any type of cut section would require a retaining wall. A retaining wall for the purposes of noise mitigation would be too expensive so was not investigated further. The recommended barrier for this section would accomplish the same results at a much cheaper cost. Therefore, no changes in the vertical alignment of the roadway are recommended.

APPENDIX B

Construction of Noise Barriers

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in Section 5.2 Traffic Noise Mitigation of the Acoustics Technical Report, were considered to be the only feasible or practical alternative for noise mitigation in the subject section. Concrete noise walls were the only feasible alternative noise barrier, since the berms were unfeasible due to the physical setting and lack of available right-of-way.

Concrete walls can be constructed with either concrete block or precast concrete panels. Construction costs are approximately the same for either type of wall. Several alternative wall designs were analyzed for noise attenuation, construction costs, and aesthetics.

In the 39th-44th section, a concrete shoulder barrier was judged to be the most feasible type of noise barrier. The barrier was only designed to mitigate the impacted residences described in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report. Mitigation to the second floors of the residences was judged unfeasible because walls of 25 to 30 feet would be required to achieve the FHWA interior design noise level of Leq 52 dBA on the second floor.

The alternatives studied are discussed in detailed below. Related information on the walls is contained in Tables 3 and 4 and Figures 3, 4, and 5.

SHOULDER BARRIER FOR ENTIRE LENGTH OF IMPACTED AREA

A 1500 foot wall extending the entire length from 39th Avenue to 44th Avenue was investigated. Wall heights of 10 to 12 feet, 12 to 14 feet, 14 to 16 feet, and 16 to 18 feet were all analyzed. However, after these walls were analyzed, it was found that the attenuation to the 32 impacted residences provided by the elevated 39th Avenue on-ramp was nearly equal to that which would be provided by any of the lengthened 1500 foot walls. The longer wall would still not provide enough attenuation to meet the FHWA interior design noise level at all the impacted residences. Therefore the longer wall was abandoned in favor of a shorter wall starting halfway down the ramp.

The most noticeable advantage of the longer wall is that it could also provide noise mitigation to the Bethlehem Lutheran Chruch. The 14 to 16 foot wall, which was judged to be the most cost effective alternative of the longer wall, would have provided enough attenuation to achieve a noise level of Leq 63 dBA at the exterior of the top floor of the church. Through noise measurements, it was found that the building reduction of the church with the windows open was only 2 dBA, so the resultant interior noise level would have been Leq 61 dBA with the windows open. An interior noise level of Leq 61 dBA still exceeds the FHWA interior design noise level of Leq 52 dBA. The cost of the longer barrier would have been $430,000, an increase of $55,000 over the $375,000 cost of a shorter wall.

The measured noise reduction of the church with the windows closed, however, was 22 dBA. The predicted noise level at the exterior of the top floor of the church with the recommended shorter wall is Leq 68 dBA. With a 22 dBA reduction with windows closed the resultant interior noise level would be Leq 46 dBA which is below the interior FHWA design noise level of Leq 52 dBA. The installation of an air conditioning system would cost $5,500 including modification to the windows. A window type air conditioner will generate noise levels up to 62 dBA* when it is running. This is nearly the same as the noise level that would be achieved with the longer barrier. The difference between Leq 61 dBA and Leq 62 dBA is not judged to be worth the difference between $55,000 and $5,500, which are the respective costs of the longer wall versus the air conditioning system for the church. For these reasons, the longer wall could again not be justified just for the purpose of providing noise mitigation for the church. Therefore the 1500 foot wall was not recommended.

---

*Davy and Skale, Insulation of Buildings Against Highway Noise, (FHWA-TS-77-202), U.S. Dept. of Transportation, reprinted February 1979.

ADDITIONAL HEIGHT TO THE RECOMMENDED SHOULDER BARRIER

The possibility of adding an additional 2 feet to the recommended shoulder wall was investigated. The 16 to 18 foot wall would cost $435,000, an increase of $60,000 over the recommended 14 to 16 foot wall, which would cost $375,000. The resultant noise levels at the affected houses with the 16 to 18 foot wall would only be 1 to 2 dBA over the noise levels with the 14 to 16 foot wall. FHWA design noise levels would still be exceeded at the same number of houses with the 16 to 18 foot wall as with the 14 to 16 foot wall. The additional benefit of a 1 to 2 dBA reduction at the affected houses was not judged to outweigh the additional $60,000 construction cost. Therefore, the 16 to 18 foot wall was not recommended.

APPENDIX C

Tables

TABLE 1

Banfield Transitway Noise Study
39th-44th Avenues (South)
Columbia River Highway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Roadway Segment	Year	Automobile Volume	Truck Volume	Speed (mph)
Banfield (39th-44th)	1990	6080	570	51
39th Avenue Ramp	1990	470	30	35
39th Avenue	1990	1470	40	31

TABLE 2

Banfield Transitway Noise Study
39th-44th Avenues (South)
Columbia River Highway
Multnomah County

NOISE MEASURMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (veh./Hr.) Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	1:20 p.m.	70	71	160 ft. (Banfield)	4697	155	184	55
				50 ft. (39th Ave. Ramp)	219	6	0	35

TABLE 3

Banfield Transitway Noise Study
39th-44th Avenues (South)
Columbia River Highway
Multnomah County

TOP OF BARRIER ELEVATIONS
(14 Foot Wall)

Station	Elevation
1134+70 (Beginning of Shoulder Wall)	$174^{\underline{0}}$
1136+50	$176^{\underline{0}}$
1140+20	$177^{\underline{0}}$
1142+75	$180^{\underline{0}}$
1145+10	$179^{\underline{0}}$
1147+75 (End of Shoulder Wall)	$177^{\underline{0}}$

TABLE 4

Banfield Transitway Noise Study
39th-44th Avenues (South)
Columbia River Highway
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type	Barrier Location	Height	Length	Barrier Cost*	Cost per Dwelling Unit	Cost per dBA Reduction per Dwelling Unit	Recommended
Concrete Shoulder Barrier	1132+75-1147+75 Rt.	10-12'	1500'	$330,000	$10,300	$1530	No
		12-14'	1500'	$380,000	$11,900	$1540	No
		14-16'	1500'	$430,000	$13,400	$1365	No
		16-18'	1500'	$500,000	$15,600	$1385	No
	1134+70-1147+75 Rt.	14-16'	1305'	$375,000	$11,700	$1245	Yes
		16-18'	1305'	$435,000	$13,600	$1260	No

*The above costs include approximately $12,000 for a safety barrier along the Senate Street side of the barrier. The Bridge Design section will make the final decision whether or not to include the safety barrier as part of the barrier design.

APPENDIX D

Figures

FIGURE 1
PROJECT LOCATION

39th-44th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

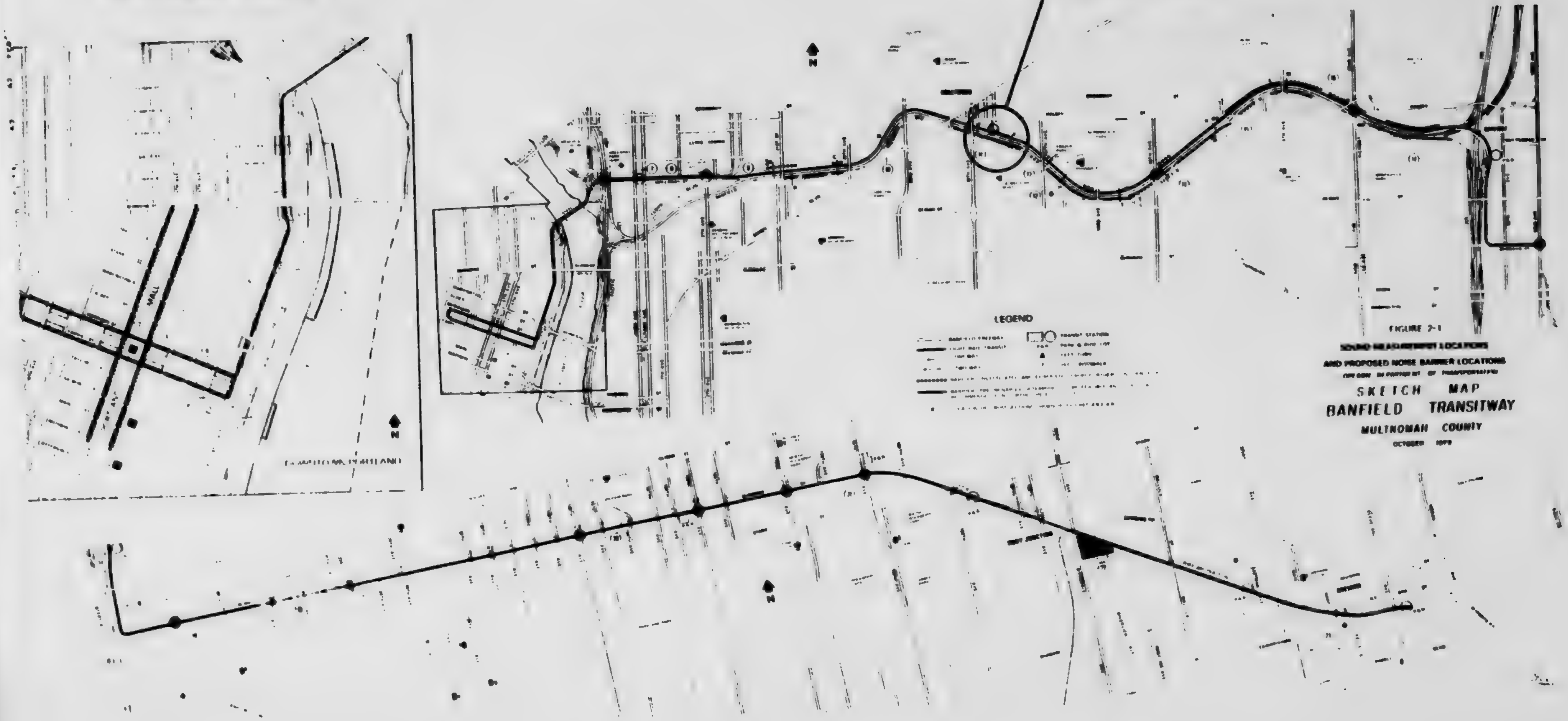

STUDY AREA
LEGEND
TRANSIT STATION
PARK & RIDE LOT
FIGURE 2-1
SOUND MEASUREMENT LOCATIONS
AND PROPOSED NOISE BARRIER LOCATIONS
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
OCTOBER
N
MALL

FIGURE 2

EXISTING LAND USE IN PROJECT
STUDY AREA

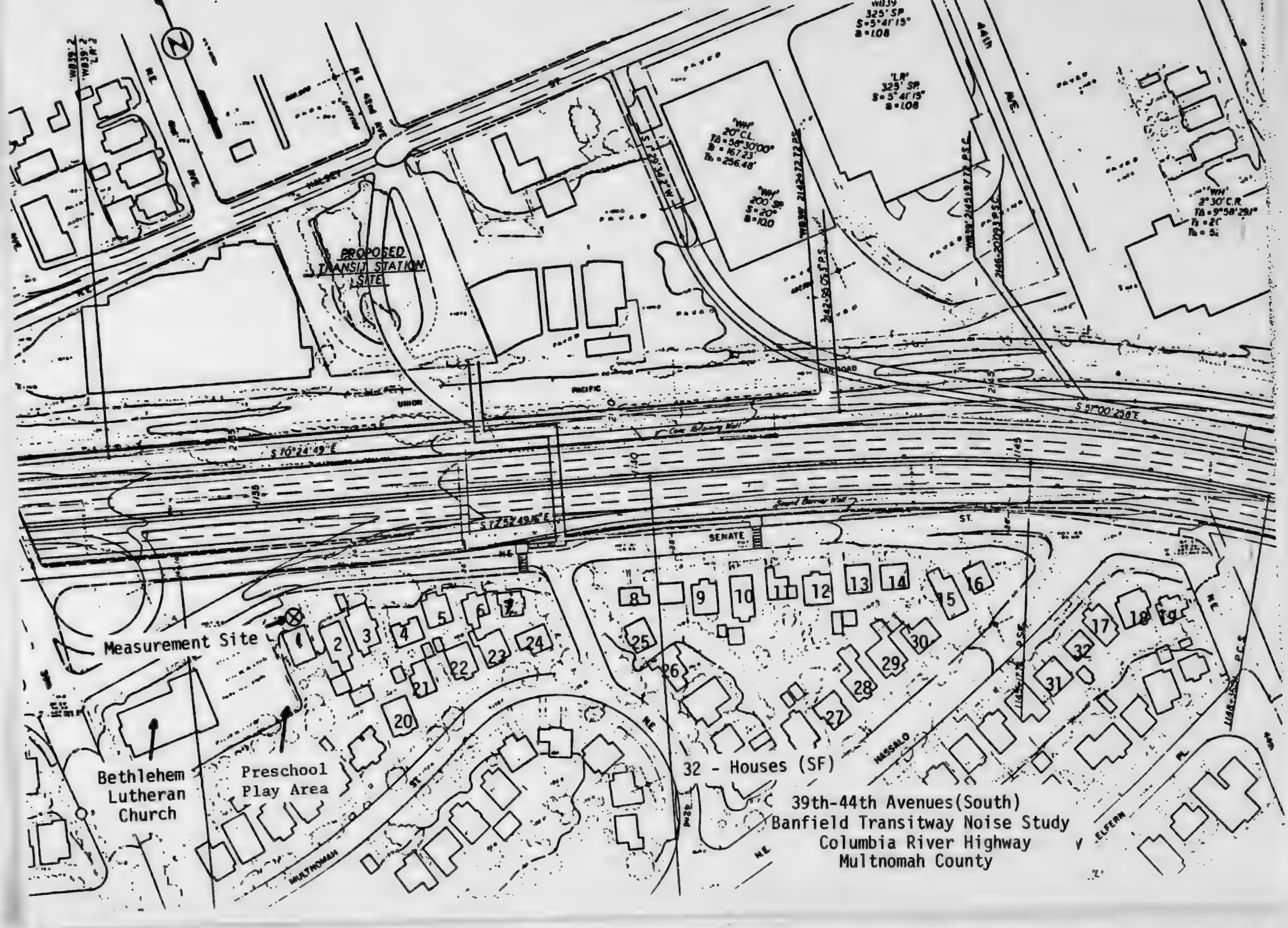

PROPOSED TRANSIT STATION SITE
NE 42nd AVE.
HALSEY
44th AVE.
UNION PACIFIC RAILROAD
Conc. Retaining Wall
Sound Barrier Wall
S 70°24'49"E
S 72°52'49.6"E
S 57°00'23.8"E
NE SENATE ST.
HASSALO
MULTNOMAH ST.
ELFERN PL.
"WH" 20° C.L. TΔ = 56°30'00" R = 167.23' Th = 256.48'
"WY" 200' SP S = 20° a = 1.00
W839 325' SP S = 5°41'15" a = 1.08
"LR" 325' SP S = 5°41'15" a = 1.08
"WH" 2°30' C.R. TΔ = 9°58'29.1"
Measurement Site
Bethlehem Lutheran Church
Preschool Play Area
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
32 - Houses (SF)
39th-44th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

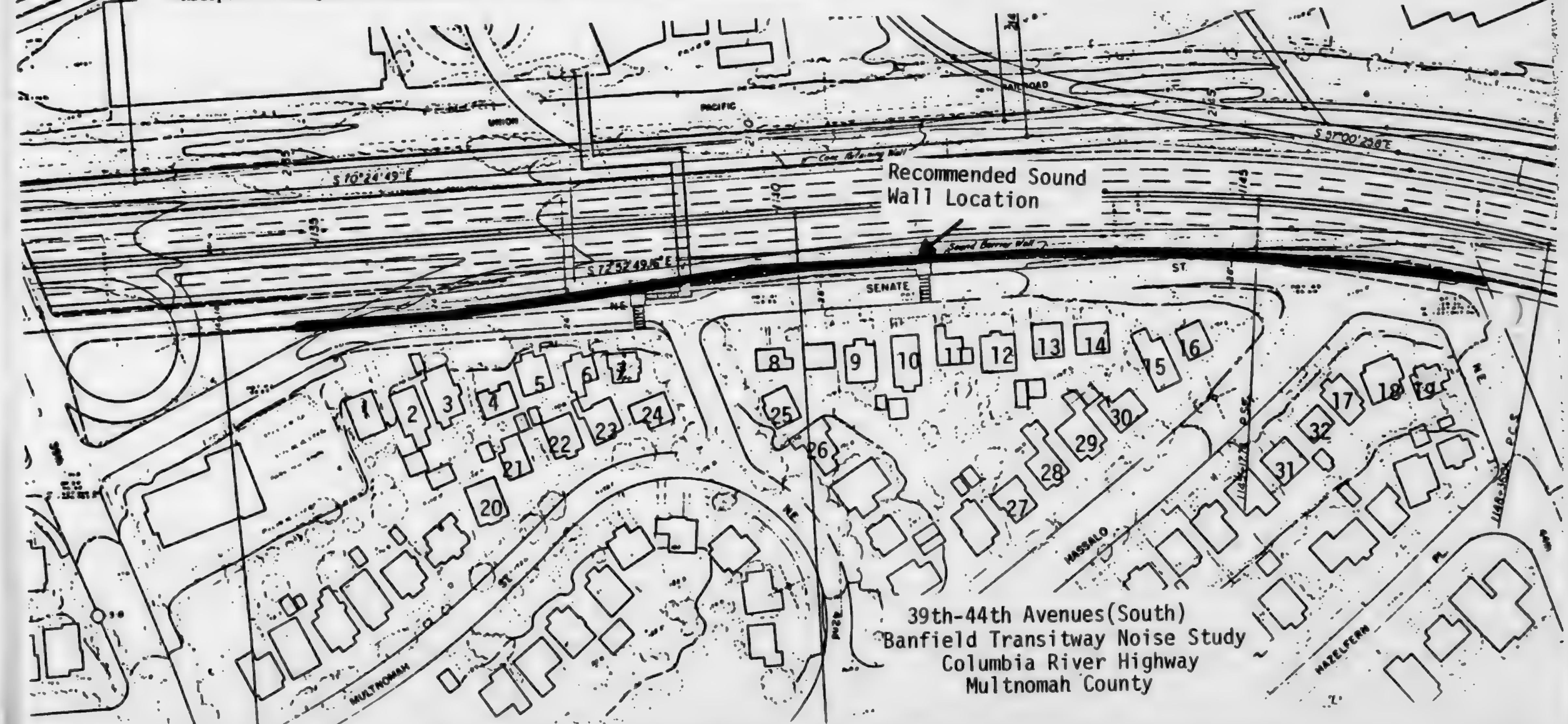
FIGURE 3

PREDICTED NOISE LEVELS AND ATTENUATION

Receptor	No Barrier	W/14-16' Barrier	Reduction	Receptor	No Barrier	W/14-16' Barrier	Reduction	Receptor	No Barrier	W/14-16' Barrier	Reduction	Receptor	No Barrier	W/14-16' Barrier	Reduction
1*	75	69	6	7*	78	70	8	14*	76	66	10	24	70	63	7
1**	76	72	4	7**	78	75	3	15	76	64	12	25	70	63	7
2*	75	69	6	8*	77	68	9	16	76	64	12	26	69	59	10
2**	76	72	4	8**	77	71	6	17*	75	65	10	27	67	57	10
3*	77	70	7	9*	77	67	10	18*	75	65	10	28	68	58	10
3**	77	74	3	10*	77	67	10	19*	75	65	10	29	68	59	9
4*	76	69	7	10**	77	71	6	20	67	60	7	30	69	59	10
5*	78	71	7	11*	77	67	10	21	68	61	7	31*	72	66	6
5**	78	76	2	12*	77	67	10	22	69	62	7	32*	74	65	9
6*	78	71	7	13*	77	67	10	23	70	63	7	32**	74	69	5

*Receptor is subject to FHWA interior design noise level-Predicted noise level is at top of 1st floor window.

**Receptor is subject to FHWA interior design noise level-Predicted noise level is at top of 2nd floor window.


Recommended Sound Wall Location
Sound Barrier Wall
UNION
PACIFIC
RAILROAD
S 10°24'49" E
S 17°52'49.6" E
S 9°00'23" E
SENATE
ST.
NE
HASSALO
MULTNOMAH
ST
HAZELFERN
PL
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
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22
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29
30
31
32

39th-44th Avenues(South)
Banfield Transitway Noise Study
Columbia River Highway
Multnomah County

FIGURE 4
RECOMMENDED NOISE BARRIER PROFILE
Banfield Transitway Noise Study
39th-44th Avenues(South)
Columbia River Highway
Multnomah County

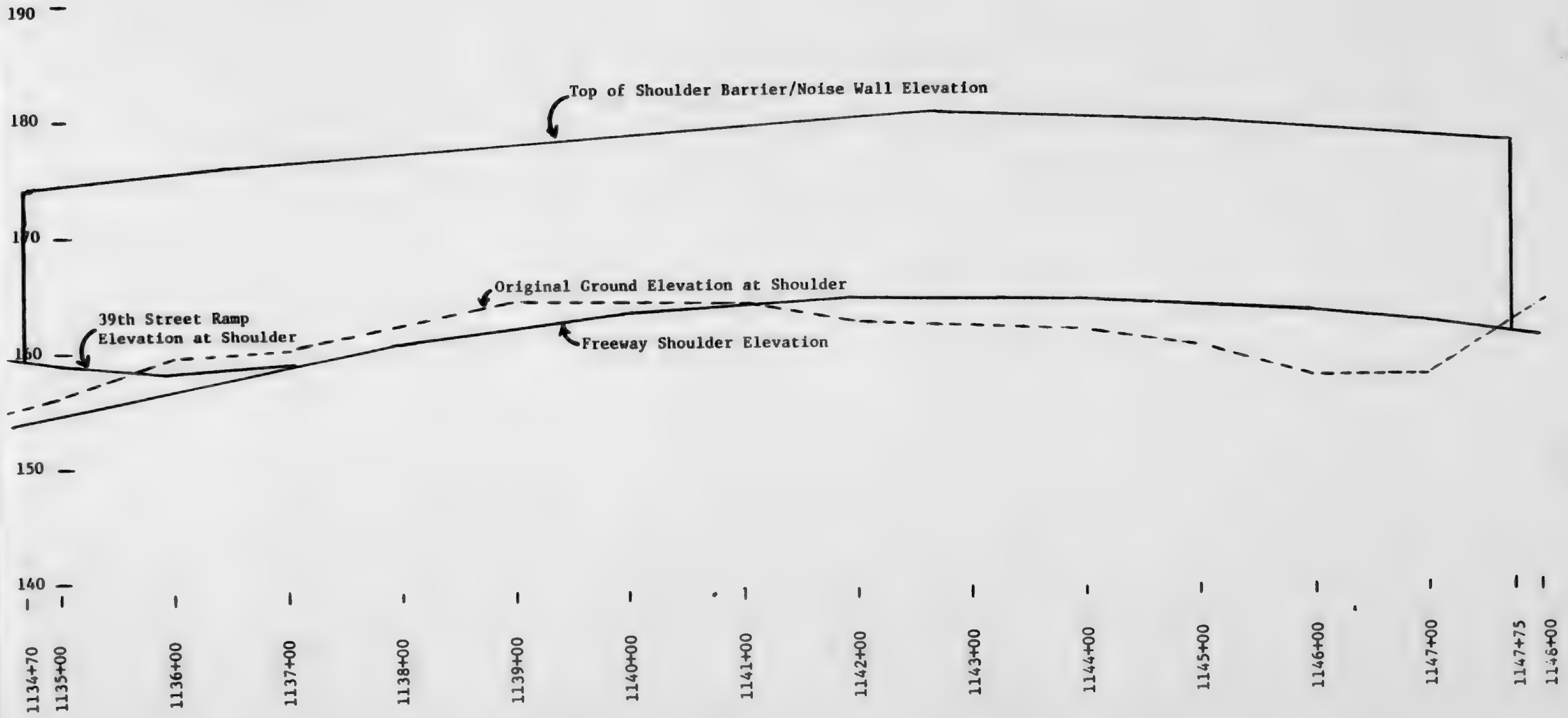
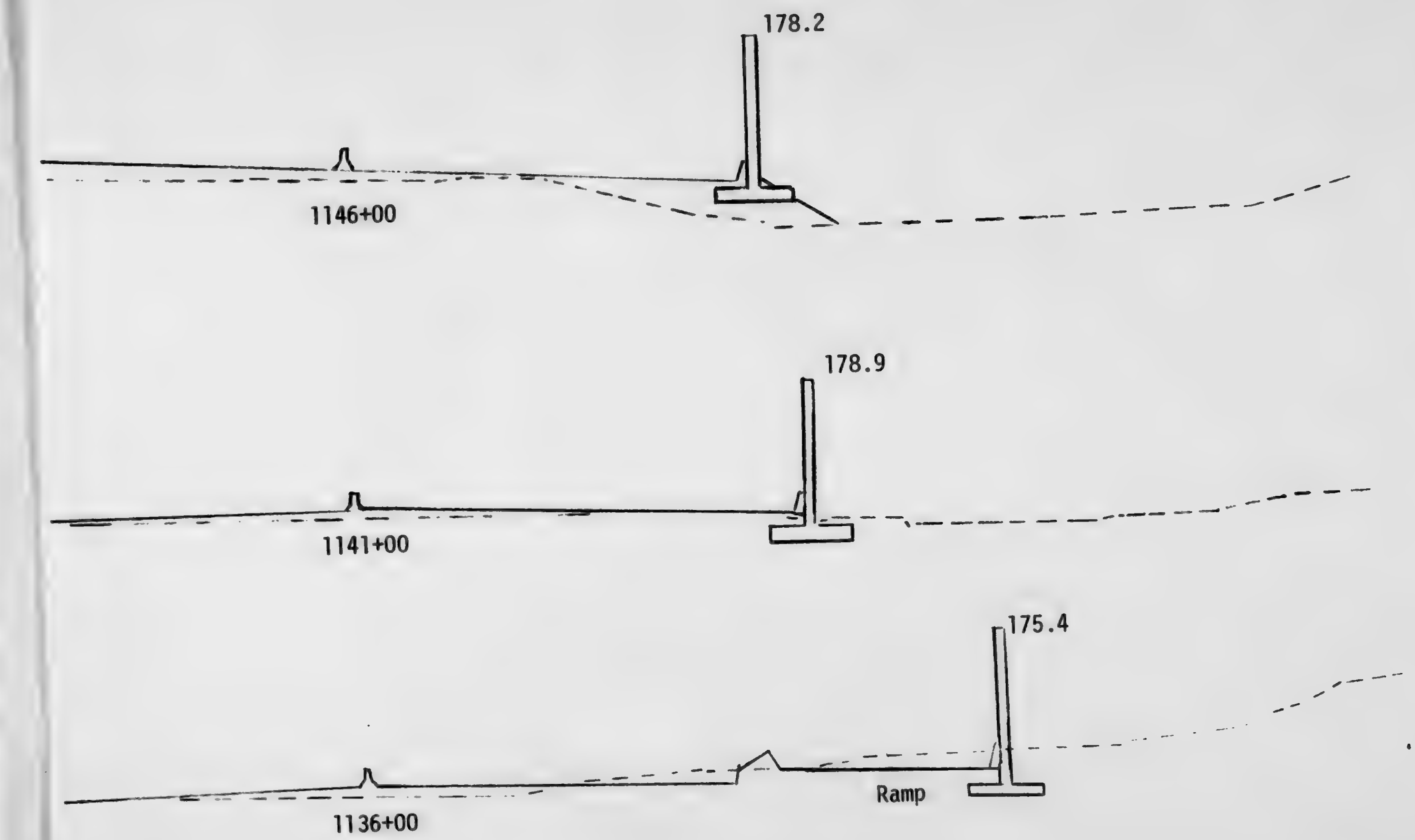


FIGURE 5
RECOMMENDED NOISE BARRIER
SELECTED CROSS SECTIONS


178.2
1146+00
178.9
1141+00
175.4
Ramp
1136+00

Banfield Transitway Noise Study
39th-44th Avenues(South)
Columbia River Highway
Multnomah County

9574

I-84 N

DES 16

ROAD DESIGN SECTION

December 30, 1981

Bob Sandmann
Special Projects Coordinator
Metro

From: Don Adams
Final Design Engineer

Subject: N.E. 39th Avenue-N.E. 58th Avenue
Columbia River Highway
Multnomah County

Would you make a tie to and take a cross-section at the southeast corner of the Providence Hospital as shown on the attached sketch.

This information has been requested of us by J. B. Boyd, Right-of-Way Manager, due to the close proximity of this corner of the building to the right-of-way line. This information is also necessary to the design of the retaining wall in this area.

NEM:ja

Attachment

cc/enc. J. B. Boyd
Norm Cuno

L Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 31 1981
ROAD DESIGN SECTION

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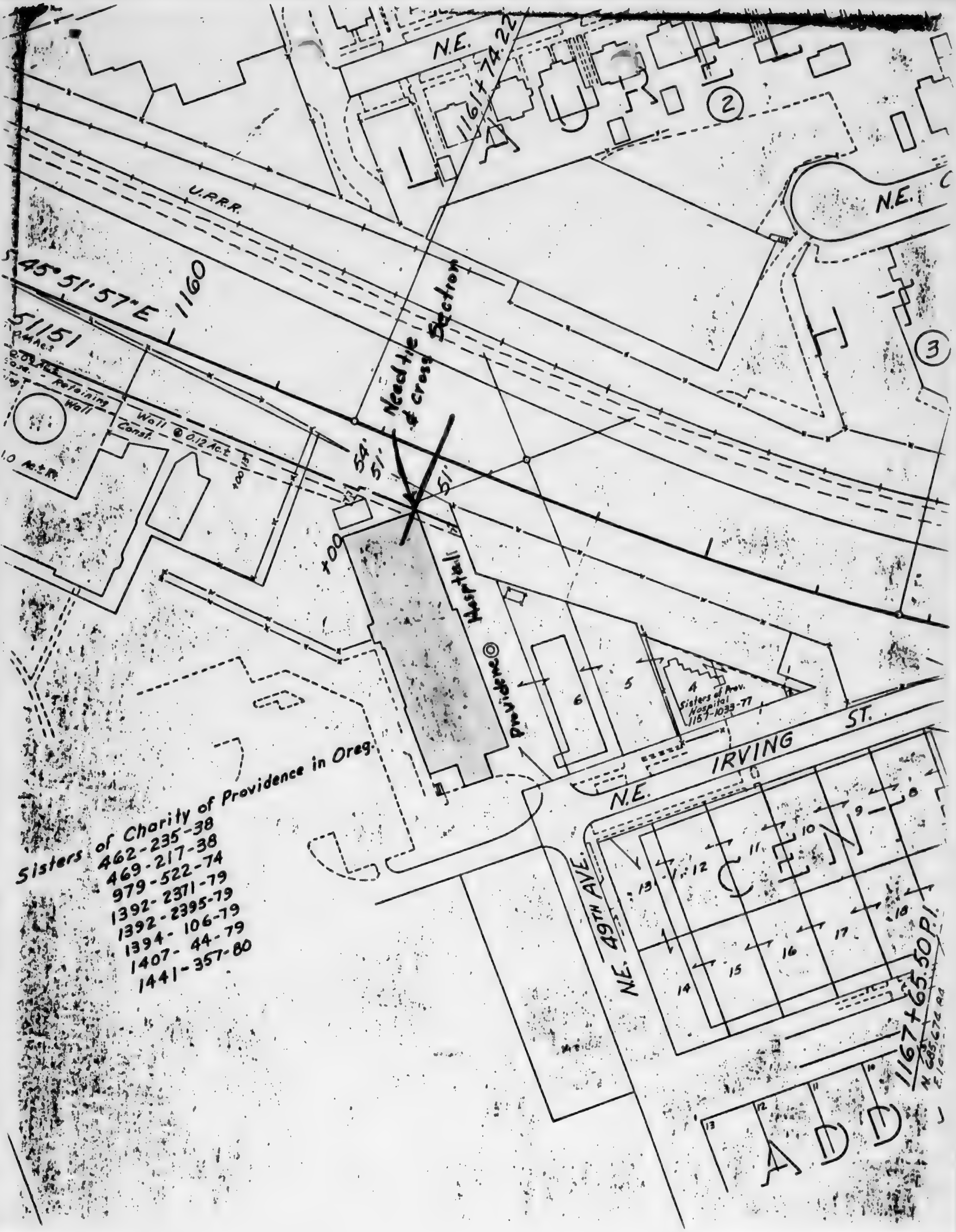
Action


N.E.
1161+74.22
②
N.E.
③
U.P.R.R.
S 45°51'57"E
1160
51151
0.02 Ac.t
Retaining Wall
Wall Const. @ 0.12 Ac.t
1.0 Ac.t R.
Need tie & cross Section
54'
51'
51'
+00
Providence © Hospital
6
5
4 Sisters of Prov. Hospital 1157-1033-77
N.E. IRVING ST.
NE 49TH AVE.
CEN
ADD
8
9
10
11
12
13
14
15
16
17
18
1167+65.50 P.I.
Sisters of Charity of Providence in Oreg.
462-235-38
469-217-38
979-522-74
1392-2371-79
1392-2395-79
1394-106-79
1407-44-79
1441-357-80

I-84

ROAD DESIGN SECTION

DES 16

Robert Sandmann
Special Projects Engineer
Metro

December 29, 1981

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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DEC 30 1981
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Action

From: Donald R. Adams
Final Design Engineer

Subject: Banfield Transitway
Halsey Street @ Jonesmore Street
Prefix No. 26-1929

The attached December 17, 1981 letter from Bud George proposes some changes at the intersection of Halsey and Jonesmore Street. Would you review these changes and provide your comments.

Specifically, I have received two opposing opinions of whether or not the street intersecting Halsey from the north opposite Jonesmore Street can be severed. On the one hand, Billings said it could not be severed; on the other hand, Tom Schwab is reported to have said that the City intended to sever that street. In talking to Ron Wolfe, who did the signal work for this report, the operation of that street would be acceptable if it was a right-turn in, right-turn out only operation. No green time could be provided under the current three-phase proposal but it is assumed opportunities would be available for access from that location.

Secondly, the proposal realigns Jonesmore Street, flattening the curve as described in Bud George's letter. This would require additional right-of-way northerly of Jonesmore. The operation would be somewhat better if this realignment was made but the offsetting impacts of right-of-way need to be considered. Would you please review this proposal and advise your recommendation and justification regarding this proposal.

DRA:ja

Attachment

cc R. N. Bothman (enc.)
J. H. Versteeg

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7

1 Versteeg ✓
Anderson
3 Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1981
ROAD DESIGN SECTION

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Bring Up / /
Action

TO: J. H. Versteeg
Road Design Engineer

DATE: December 17, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Banfield Transitway
(82nd Avenue at Jonesmore Street and Halsey Street at Jonesmore Street)

REFERRED TO
Steudemann
Watson
Lau
BY [illegible] DESIGN ENGINEER

Difference in plans & your recommendation

Existing Conditions

Major movements from 82nd Avenue to Halsey Street are westbound on Halsey or enter the Banfield westbound from the Halsey on-ramp. These movements are primarily made at the intersection of 82nd Avenue and Broadway, with a choice of remaining on Broadway, or entering Halsey on the existing ramp. (See attached Diagram I.)

Problems with this existing design are due to the poor sight distance on 82nd at Broadway which has precluded signalization at this point, and adverse horizontal and vertical alignment on the existing ramp at its junction with Halsey Street.

Previous Studies

The possibility of connecting southbound to westbound traffic with a direct ramp from 82nd Avenue to the Banfield was investigated. It was found to be not feasible due to the required railroad clearance which resulted in severe vertical alignment.

Proposed Design

The proposed movements through this area would require signalization at the subject intersections. Levels of service for these intersections based on 1996 traffic assignments are shown on Diagram I. It should be noted that the approach to Jonesmore Street at Halsey has been modified some from previous diagrams. The approaching curve has been flattened to allow a longer sight distance for the double left turn at that point.

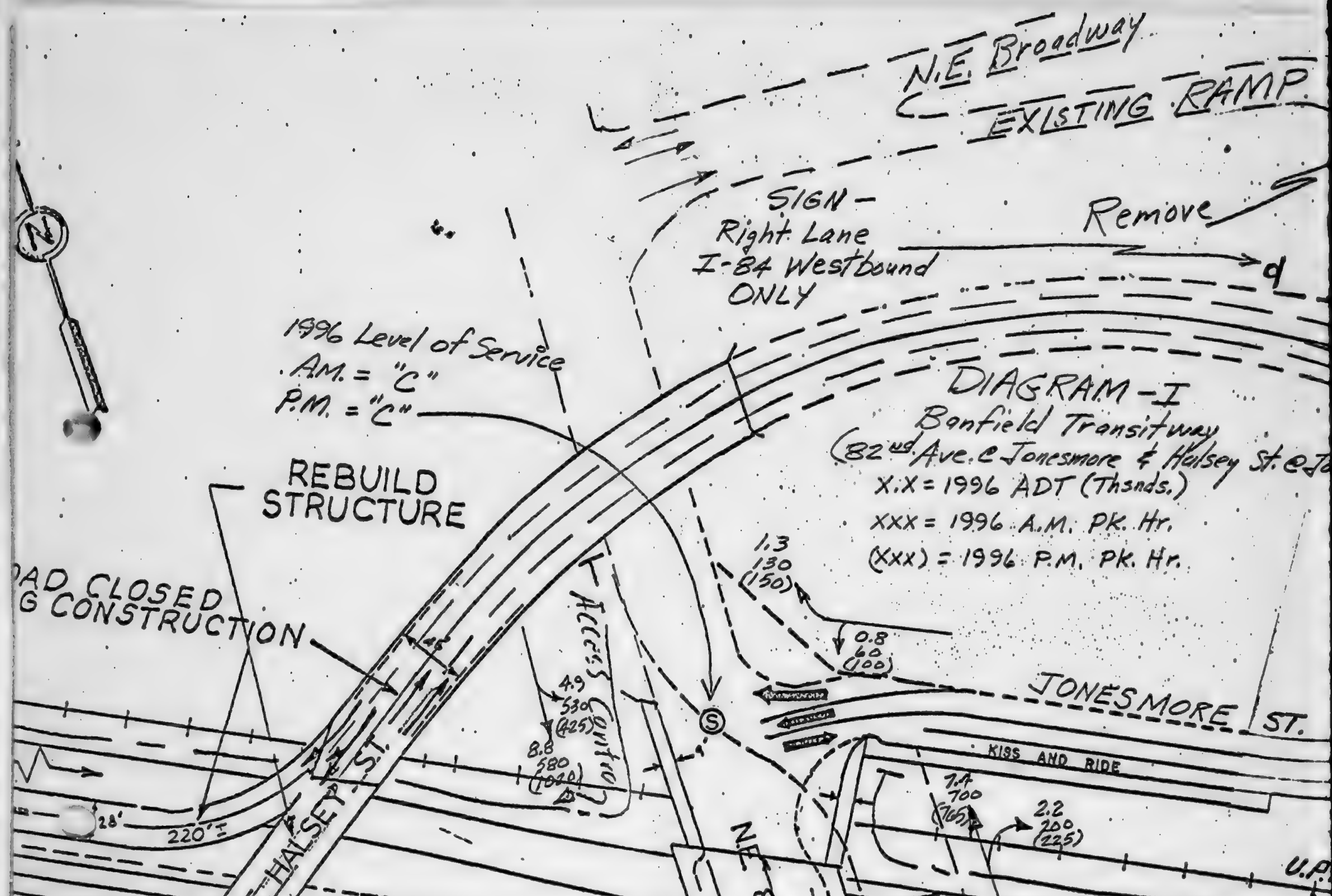
Additional right of way may be required to accomplish this flatter curve approach, but this would be determined after a final design is adopted for this intersection. The proposed signal at 82nd Avenue and Jonesmore incorporates bus and auto to light rail pedestrian movements, as well as traffic control. This location has been checked for visibility of signal heads on 82nd Avenue and will provide more than the minimum distance required for the existing operating speeds.

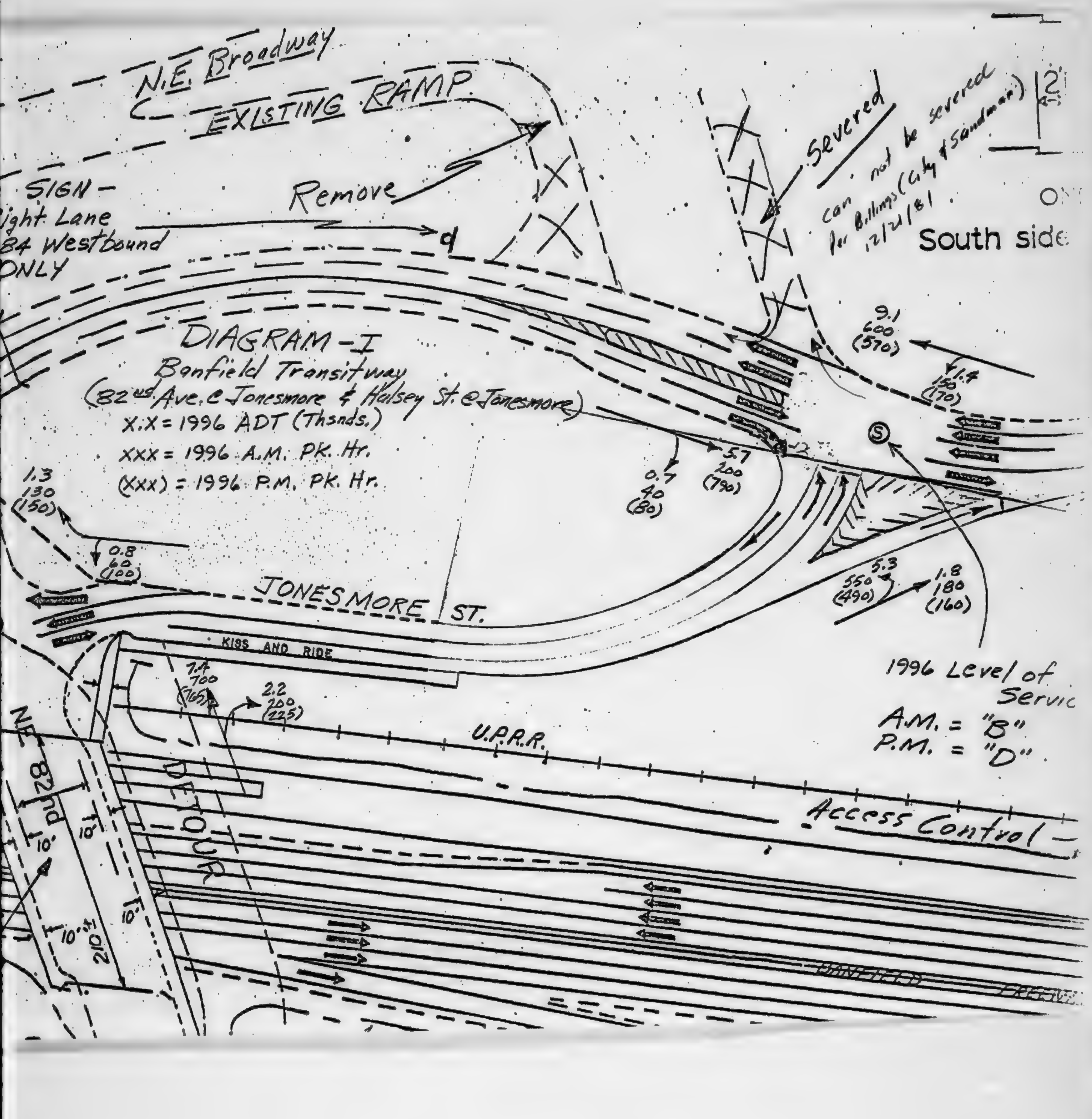
Adoption of the proposed design causes some additional out of direction travel. However, operational conditions and levels of service at the signalized intersections are satisfactory. An advantage of the plan consists of incorporating interaction between several transportation modes.

George

L. E. GEORGE, P.E. - TRAFFIC ENGINEER

DKH:RW:ds
Attachment


N.E. Broadway
EXISTING RAMP
SIGN -
Right Lane
I-84 Westbound
ONLY
Remove
1996 Level of Service
A.M. = "C"
P.M. = "C"
DIAGRAM - I
Banfield Transitway
(82nd Ave. @ Jonesmore & Halsey St. @ Jo
X.X = 1996 ADT (Thsnds.)
XXX = 1996 A.M. PK. Hr.
(XXX) = 1996 P.M. PK. Hr.
REBUILD
STRUCTURE
OAD CLOSED
G CONSTRUCTION
45'
1.3
130
(150)
0.8
60
(100)
JONESMORE ST.
4.9
530
(425)
8.8
580
(1020)
Access Control
S
KISS AND RIDE
7.4
700
(765)
2.2
200
(225)
U.P.
28'
220'±
NE HALSEY ST.
34'
200'±
NE 82nd
10'
10'
10'±
10'
210'±
DETOUR
Access Control
N


N.E. Broadway
EXISTING RAMP
SIGN -
ight Lane
84 Westbound
ONLY
Remove
Severed
can not be severed
per Billings (City & Sandman)
12/21/81
2'
ON
South side
DIAGRAM - I
Banfield Transitway
(82nd Ave. @ Jonesmore & Halsey St. @ Jonesmore)
X.X = 1996 ADT (Thsnds.)
XXX = 1996 A.M. PK. Hr.
(XXX) = 1996 P.M. PK. Hr.
9.1
600
(570)
1.4
150
(70)
S
5.7
200
(790)
0.7
40
(80)
1.3
130
(150)
0.8
60
(100)
JONESMORE ST.
5.3
550
(490)
1.8
180
(160)
KISS AND RIDE
1.4
700
(765)
2.2
200
(225)
1996 Level of Servic
A.M. = "B"
P.M. = "D"
U.P.R.R.
N.E. 82nd
DETOUR
10'
10'
10'
10'
210'
Access Control
BANFIELD
FREEW

9574

I 84 N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 11, 1981

File No: 26-1959

TO: ROBERT A. SANDMANN
Special Project Coordinator

FROM: ROBERT N. BOTHMAN
Administrator
Bothman

SUBJECT: Banfield Transitway
53rd Street Sawtooth Section

1 Versteeg ✓
Anderson A.
✓ Adams A.
Olson
Sullivan
Terpin
Trout
Wakerlig

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DEC 14 1981
ROAD DESIGN SECTION

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Action

Because of the curvatures and supers involved, I assume that it is necessary to include the sawtooth section at 33rd Street. However, there have been two recent major accidents at 33rd right in this sawtooth. There have been numerous accidents in the past at this location. I believe that these accidents are directly related to the sawtooth as well as the curvature.

Reviewing align. & long sight distance [illegible]

It would be my strong recommendation that you attempt to review this need for the sawtooth section at 53rd and see if there is another solution such as eliminating the sawtooth and adjusting the typical section accordingly.

Billings seeking to remove sawtooth by adjusting profile grades. NEM

po

cc: Don Adams

12/18/81
Billings to have design here by Christmas re: phone message to Cuno
A.

9594 10-81

BANFIELD TRANSITWAY FINAL NOISE STUDY REPORT

(Supplement to Dames and Moore Acoustics Technical Report, August, 1980

47th-49th Avenue (South) Section
Providence Medical Center and Child Center
Banfield Freeway
Multnomah County

REGISTERED PROFESSIONAL
ENGINEER
10335
Anthony J. George Jr.
OREGON
July 13, 1979
ANTHONY J. GEORGE JR.

Prepared by:

Oregon Department of Transportation
Technical Services Branch
Environmental Section

October 1981

SUMMARY

This final report documents the noise impact of the Banfield Transitway on the Providence Medical Center. The final decision on noise mitigation measures recommended for construction is also documented.

In all, there are five distinct facilities within the Providence Hospital Complex which were studied. These are: Main Hospital, Providence Hall, Providence Hall Annex, the power plant building, and the Child Care Center. Of these, only Providence Hall, the power plant building, and the Child Care Center will be impacted by noise from the project. Providence Hall will have interior noise impacts to miscellaneous activities including medical treatment facilities, administrative and medical offices, residential units and guest rooms, when windows are open. The power plant building will have interior noise impacts to part-time use office space and classrooms, when windows are open. The Child Care Center will have interior noise impact to Montessori School classrooms and to medical treatment facilities for handicapped children, when windows are open. Also, an exterior sundeck and playground area will be impacted.

Noise mitigation was investigated for all impacted facilities. A noise wall 10-14 feet high and 475 feet long is recommended to mitigate interior and exterior noise at the Child Care Center. The barrier would cost an estimated $120,000. This is $21,600 less than the cost estimated by the Consultant in the Acoustics Technical Report. Mitigation is not proposed for Providence Hall or the power plant building. Documentation for all recommendations is included in the report.

Banfield Transitway Final Noise Study Report
47th-49th Avenues (South) Section
Providence Medical Center and Child Center
Columbia River Highway
Multnomah County

INTRODUCTION

The following report is one of a series of Final Noise Study Reports written to supplement Section 5.2 Traffic Noise Mitigation in the Acoustics Technical Report for the subject project. The Acoustics Technical Report, published in 1980, identified 19 highway sections where noise mitigation was proposed, but required further investigation. Figure 1 shows the location of each individual section under consideration, and the present status of the mitigation decision. This Final Noise Study Report documents the results of more detailed studies performed for the subject section which is circled on Figure 1--Appendix D. Noise levels, impacts, and the preliminary design of noise mitigation for each segment which were described in the Acoustics Technical Report are considered to be accurate unless expressly superseded in this Final Noise Study Report. Any noise mitigation proposal advanced herein will be included in the project plans and specifications. If no mitigation is proposed, reasons why mitigation is infeasible, impractical, or unneeded are documented. This report contains all necessary requests for exception to the achievement of federal design noise levels.

All areas of the project other than the 19 road segments mentioned above have already been identified as non-impacted, infeasible, or impractical for noise mitigation in the Acoustics Technical Report. Exceptions to the achievement of FHWA design noise levels have already been granted by FHWA for these areas and are not discussed further.

PROJECT DESCRIPTION

The Banfield Transitway project would convert existing HOV lanes on the Banfield freeway to general purpose lanes and add light rail tracks between the freeway and the Union Pacific railroad. Within the 47th-49th Avenue segment of the project, the alignment of the freeway would be shifted southward to allow for the new light rail system (see Figure 4--Appendix D).

TRAFFIC NOISE IMPACTS AND MITIGATION

In general, traffic noise will increase by 2 to 7 dBA in the project vicinity with construction of the project. Predicted noise levels will exceed FHWA design noise levels in the areas shown in Figure 4--Appendix D. Individual noise impacts and recommended noise mitigation for each potentially impacted area within the Providence Medical Center complex is discussed below.

Main Hospital

The main hospital is a five-story full service medical facility operated by the Sisters of Providence, an order of the Catholic Church operating as a non-profit private institution. The main hospital is used exclusively for medical treatment and patient care. There are no exterior activity areas and hence no exterior impacts. Interior areas are effectively sealed off from the outside by windows with special locking latches, and ventilation is provided by a central air conditioning system. As a result, interior noise levels are Leq 52 dBA. Outside traffic noise levels are masked by the noise of the air-conditioning system. Therefore, there are no interior traffic noise impacts. No mitigation is required for this building.

Providence Hall

Providence Hall is an eight-story building which contains medical treatment facilities, administrative and medical offices, resident living and sleeping units, and guest rooms. The only exterior activity of concern is a tiled roof (8th floor) which was used as a sundeck when student nurses were housed in this building. The resident student nursing program has since been eliminated and the roof is rarely used. Therefore, there are no exterior traffic noise impacts.

In the interior of the building, for rooms with direct exposure to the freeway, traffic noise levels will be Leq 37-52 dBA with windows closed, and Leq 52-57 dBA with windows open. Since interior areas are not air-conditioned, windows are expected to be open during summer months. Therefore, unshielded areas on the east side of the building are predicted to exceed the FHWA interior design noise level (Leq 52 dBA). These areas are: floors 1-6, all rooms on the northern half of each floor are impacted (the southern half of each floor is shielded by the parking garage); and, floors 7 and 8, all rooms on the entire east side are impacted. The rooms on three floors have been refitted with new windows and frames. In these rooms, noise levels are 10 dBA lower with the windows closed than in rooms with old windows and frames.

Several general types of traffic noise mitigation were investigated but were found to be infeasible. These are discussed in more detail in Appendix B. The construction of a noise barrier along the freeway right-of-way was also investigated, but a barrier would have to be extraodinarily high to be effective. This type of mitigation was not investigated further. Because Providence Hospital is a non-profit private institution, Federal regulations allow the mitigation of noise impacts through architectural treatment or modification of the building. This form of mitigation was investigated in greater detail.

One alternative architectural treatment would be the installation of a central air-conditioning system combined with permanent closure of windows in the impacted rooms facing the Banfield Transitway. This alternative would cost an estimated $150,000 for the air-conditioning equipment, in addition to the cost of modifying the structure to install the system. Noise levels would be reduced by 15 dBA at the three floors which have new windows and frames, but only 5 dBA at the floors which have old windows and frames. This alternative would be desirable in terms of exterior building aesthetics. However, extensive structural changes to the interior design of the building would be required in order to accommodate the system.* Preliminary estimates of these changes have indicated that such an action would be either infeasible or prohibitively expensive. Therefore, the central air conditioning alternative was not advanced further.

A second alternative treatment would be the installation of individual room air-conditioning units combined with permanent closure of windows. This alternative would cost an estimated $179,000. All of the old windows and frames would have to be replaced to accommodate the air conditioning units. Since all window units would be new, noise levels could be lowered by as much as 15 dBA in all rooms, provided the air-conditioning units were not operating. Actual noise levels inside the room could be much higher if the units were operating. For example, measurements have shown that window type air-conditionors can generate interior noise levels as high as 62 dBA.* In this case, interior noise levels would be greater with the air conditioners operating than with windows open. After evaluating all of the above facts, the high cost of providing air-conditioning was judged to outweigh the minimal noise reduction benefits, and architectural noise mitigation was not recommended for Providence Hall. No other form of mitigation is feasible.

---

*Walter J. Hart, Bridge Engineer, Memo to Gary A. Potter, July 15, 1981.

Providence Hall Annex

The Providence Hall Annex is a six-story building which, like the main hospital, is used for medical treatment and patient care. There are no exterior activity areas and hence no exterior impacts. Interior areas are air-conditioned, but the manually operated windows are occasionally opened. When they are open, predicted traffic noise levels will be Leq 56 dBA, which exceeds the FHWA interior design noise level (Leq 52 dBA). However, with the windows closed, noise levels will be 15 dBA lower and, hence, will remain below the design noise level. Since the rooms are air-conditioned and the windows do not have to be open, interior noise impacts can be avoided by hospital management. Consequently, additional mitigation was not investigated.

Power Plant

The Providence Hospital Medical Center Power Plant Building is a two story structure used for power generation, laundry facilities, storage, some office space, and small classroom areas. The power and laundry facilities are on the first floor while the storage area, offices and classrooms are on the second floor. The classrooms and offices are in the north end of the building. All of the rooms are quite small, the largest being approximately 8 x 30 feet. The office space is presently used part-time by outside organizations which have students enrolled in nurse training programs. The classrooms are used part-time for briefing sessions with nurse trainees. There are no exterior activity areas associated with the Power Plant Building.

---

*Davy and Skale, Insulation of Buildings Against Highway Noise. (FHWA-TS-77-202), U.S. Department of Transportation, reprinted February, 1979.

Because of the proximity to the freeway, existing noise levels within the office space and classroom area are quite high ranging from Leq 49-74 dBA. Many rooms presently exceed the FHWA interior design noise level (Leq 52 dBA) with windows open. Future noise levels are predicted to increase by an additional 5 dBA if the Banfield Transitway is constructed. Since there is no air conditioning in the building, windows are expected to be opened during summer months. Therefore, all the office space and classroom activity areas are predicted to be impacted.

As discussed previously, general mitigation measures are not feasible (see Appendix B); however, both a noise barrier and architectural treatment were considered feasible and both were investigated further. Because the Power Plant building and the Child Care Center (see next section) are close together, both were considered for noise mitigation using a common noise barrier. A complete description of the barrier alternatives analyzed to mitigate noise at these receptors is contained in Appendix C. Based on the analysis, it was found that a 14 foot high 125 foot long concrete wall working in combination with a 10 foot high 350 foot long wall at the Child Care Center would provide partial noise mitigation at the Power Plant building. Noise would be reduced by 0-10 dBA (see Figure 7--Appendix D). The FHWA interior design noise level would still be exceeded in the classrooms closest to the freeway with the windows open (Leq 60-73 dBA interior noise level with the barrier--see locations C and D, Figure 7), although the peak noise levels in the building will be 1 dBA lower than existing levels.

Noise levels within the office area of the building will be reduced substantially (up to 10 dBA), with most offices being below the FHWA interior design noise level with windows open (see locations A and B, Figure 7). The cost of this noise barrier is estimated to be $120,000.

Architectural mitigation of the Power Plant Building was investigated to see if the interior design noise level could be achieved by this means alone, or in conjunction with the noise barrier discussed above. Permanently closing and double glazing windows and providing a ventilation system for cooling would reduce interior noise levels by a maximum of 27 dBA. Acting alone, this method would be totally effective and would achieve the interior design noise level in all the impacted activity areas. The estimated cost for this modification is $24,000.

Despite the feasibility of architectural mitigation, total mitigation of Power Plant noise levels was judged to be impractical due to the cost and the limited amount of use currently occurring in the unmitigated classroom areas. All of the affected rooms are quite small and their utility as classrooms is marginal. The temporary nature of these activity areas is supported by the fact that nearby second floor rooms have already been converted into storage areas. Therefore, partial mitigation of the Power Plant Building will be provided by a 10-14 foot high concrete wall 475 feet long. Although it is designed primarily to reduce noise levels at the Child Care Center, it will also reduce noise at the Power Plant building by 0-10 dBA.

Child Care Center

The Providence Child Care Center is a two-story multipurpose facility providing medical care and education facilities. The first floor is used for a Montessori School. The second floor is used for medical treatment of handicapped children. Nearly all of the windows on both floors can be opened, and only a few rooms on the second floor have individual room air conditioners. Exterior activities at the Child Care Center include a large playground area between the building and the freeway which has a considerable amount of play equipment, and a 55 foot by 70 foot sundeck which opens off the second floor on the north side of the building facing the freeway. The sundeck is directly above a classroom area which occupies the northeast corner of the building.

Both the sundeck and the playground area have existing noise levels which exceed the FHWA exterior design noise level (Leq 67 dBA). Existing exterior noise levels range from 69-73 dBA. Future noise levels are predicted to increase by an additional 3-8 dBA if the Banfield Transitway in constructed. Therefore, these exterior activity areas are predicted to be impacted.

Existing interior noise levels in the northeast corner of the first floor and the north side of the second floor already exceed FHWA interior design noise level. The existing maximum interior noise level in the first floor is Leq 55 dBA. The noise level on the second floor is Leq 53 dBA. The first floor noise levels are higher than the second floor because this portion of the building is closer to the freeway. Future noise levels are predicted to increase by 3 dBA on the first floor and 1 dBA on the second floor. Therefore, these areas are predicted to be impacted.

As discussed previously, general mitigation measures are not feasible (see Appendix B); however, a noise barrier was considered feasible and various alternatives were investigated further. A complete description of the alternative noise barrier analysis is contained in Appendix C. Based on the analysis, it was found that a 10 foot high 350 foot long concrete wall built atop the 15 foot high retaining wall working in combination with a 14 foot high 125 foot long freestanding concrete wall would reduce noise at the Child

Care Center (see Figure 6--Appendix D). This wall would achieve FHWA design noise levels (interior and exterior) for all areas of the Child Care Center except the extreme northeast corner of the playground area and the second floor sundeck; however, even in these areas, the barrier would reduce noise by 13 dBA and 5 dBA respectively. With the barrier, the northeast corner of the playground would be 5 dBA lower than existing levels, and the sundeck would be equal to existing levels. Additionally, the barrier would benefit the Child Care Center by serving as an attractive right-of-way fence and a visual screen between the Center and the freeway, and it will provide partial mitigation for the Power Plant building discussed previously. For all of the above reasons, and because the barrier would significantly reduce noise and achieve the interior and exterior design noise level at a high use sensitive receptor, this barrier is recommended for construction.

Total mitigation of the playground and sundeck areas with a noise barrier was not considered feasible due to the height of the barrier required (see Appendix C). However, architectural enclosure of the sundeck as an additional mitigation measure was a possibility and was investigated further. A complete glass enclosure of the sundeck was considered but rejected due to anticipated problems with ventilation and temperature control. The installation and operating expense of air conditioning such an enclosure was considered to be prohibitively expensive.

As an alternative to total enclosure, a glass perimeter wall was considered. It was found that noise levels on the sundeck could be reduced an additional 1 dBA of such a wall was acting in conjunction with the noise barrier discussed above. Predicted noise levels would then be Leq 72 dBA, 5 dBA above the exterior design noise level and 1 dBA below existing levels. Total cost for the glass wall is an estimated $38,000.

The cost of the glass perimeter wall is judged to outweigh the benefit of additional partial noise mitigation. Even though the area is regularly used as an integral part of the Child Center, an additional 1 dBA of reduction would not be noticeable and would not materially reduce the absolute impact beyond that which exists today. Therefore, the glass wall is not recommended for construction. Only the noise barrier is recommended for construction.

REQUEST FOR EXCEPTION TO FHWA DESIGN NOISE LEVELS

An exception to the achievement of FHWA exterior design noise levels is requested for the northeast corner of the Child Center playground and for the sundeck. Exception to the achievement of interior design noise levels is requested for Providence Hall and the Power Plant Building. Justification for these requests is contained in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report. The mitigation recommendations in this report will lower predicted noise levels to or below existing levels everywhere except Providence Hall.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity in this road segment will be subject to limitations contained in Section 5.3 Mitigating Measures During Construction of the Acoustics Technical Report.

LOCAL COORDINATION

Local officials have been informed of project noise impacts through publication of the Draft and Final Environmental Impacts Statements for the subject project. A copy of this report will be sent to Multnomah County and the City of Portland to supplement the Final Environmental Impact Statement.

LIST OF PREPARERS

ENVIRONMENTAL SECTION

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APPENDIX A

METHODOLOGY

TRAFFIC

EXISTING NOISE LEVELS

METHODOLOGY

The noise analysis in the 47th - 49th Avenue road segment consisted of a field investigation and a detailed computer analysis of the impacted area. The STAMINA 1.0 version (FHWA-RD-78-138) of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was utilized for the noise analysis. The noise model was validated by several noise measurements taken in this road segment. The results of that validation, as well as an explanation of the noise measurements, are presented in the EXISTING NOISE section of this Appendix.

The construction of a noise barrier 8 feet in height and 885 feet in length was recommended in the Acoustics Technical Report to mitigate traffic noise in this area. Further investigation of architectural mitigation for the upper floors of affected buildings was also recommended. Several barrier and architectural mitigation alternatives were examined in this report for acoustic effectiveness, engineering feasibility, and costs. The alternatives judged to be economically reasonable and acoustically cost effective were recommended for construction.

TRAFFIC

The traffic data used for noise predictions in the 47th - 49th Avenue road segment is listed in Table D-1 of the Acoustics Technical Report (39th Avenue - 57th Avenue off-ramp). Table 1 in this report shows the volumes and speeds used for year 1990 noise predictions.

EXISTING NOISE

Existing noise levels were measured in the subject section of the Transitway project in April of 1981. The measurement instruments used meet the requirements set forth in ANSI Standard S1.4-1971, as specified in FHPM 7-7-3. The measurements were recorded using a NAGRA IV-S tape recorder in conjunction with a B & K Type I sound level meter, Model 2209.

The Noise measurements were taken both to quantify the existing noise environment on the project and to validate the FHWA noise model which was used for future noise level predictions. The measurements were also used to check the outside-inside noise reduction properties of the buildings. During the noise meaurements, traffic volumes were counted. These traffic volumes, in conjunction with computed traffic speeds from the Acoustics Technical Report were modeled. Terrain and buildings were modeled as noise barriers. The predicted noise levels were then compared to the actual measurements. The results of that comparison are shown in Table 2--Appendix E. The location of the measurement sites is given in Figure 3--Appendix D.

The acoustic environment varies considerably throughout the project vicinity. Sounds of the area include traffic noise, railroad noise, aircraft noise, children playing at the Montessori School, and air-conditioning/ventilation noise. Seven sites were chosen to measure the various sounds of the area.

Generally, traffic noise dominates the acoustic environment. Measurements 2A and 4 were taken in hospital rooms with the windows closed. Traffic noise was barely evident in Measurement 2A and could not be heard in Measurement 4. The interior Leq level at site 4 was due to a rather loud air-conditioning/ventilation system. Measurement 5B was taken on the sundeck of the Providence Child Center during a play period. The sounds generated by the children were more predominant than the traffic noise recorded in measurement 5A. This resulted in a higher measured Leq level. Measurement 7A recorded aircraft levels of 72 and 80 dBA. Measurement 7B recorded a train passby. The peak railroad noise was 69 dBA. Though loud, aircraft noise and railroad noise were of short duration. Thus, they did not significantly affect the hourly Leq level.

The outside noise level along the project section ranged from Leq 64 dBA to Leq 76 dBA. These noise levels were generated by traffic volumes that were present at the time of the measurement. In order to predict noise levels for other traffic volumes, the FHWA Traffic Noise Prediction Model was utilized.

The outside to inside noise reduction is the difference between the outside measured Leq level and the inside level. Simultaneous inside-outside measurements were taken with the windows both closed and open. The measured noise reductions with closed windows were 34, 20, and 20 dBA. The 34 dBA reduction was in a room with new, tight-fitting, double-glazed, windows. The two 20 dBA reductions were in rooms with older, single-glazed windows. Measured noise reductions with open windows were 15, 17, 3, and 16 dBA. The 3 dBA reduction was in an empty, corner room with many windows. This room was in the Power Plant building which is very close to the freeway. The rooms with 15, 17, and 16 dBA reductions had no unusual characteristics. From these measurements it appears that rooms with new, tight-fitting, double-glazed windows have an outside to inside noise reduction of about 30-35 dBA with the windows closed. Rooms with older, single-glazed windows have outside to inside reductions of about 20 dBA. The measurements also show that rooms with open windows offer an outside to inside noise reduction of about 15 dBA. The 3 dBA reduction with open windows at site 3 seems to be an exception which is peculiar to that site.

These reduction values were applied to predicted outside Leq levels to estimate the inside noise levels.

APPENDIX B

GENERAL MEASURES FOR THE MITIGATION OF TRAFFIC NOISE

GENERAL MEASURES FOR THE MITIGATION OF TRAFFIC NOISE IMPACTS

In order to mitigate noise impacts at the areas identified in the TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, the following noise abatement measures were investigated for feasibility.

Prohibition or Time Restriction of Heavy Trucks

Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because the Banfield freeway is a major commercial route. Such a mitigation measure would interfere with the flow of insterstate commerce, which is a major purpose of the roadway.

Modification of Speed Limits

Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose.

Exclusive Lane Designation

Exclusive lane designation such as high occupancy vehicle or truck lanes and other traffic control devices would be inconsistent with the intended project purpose, which is to encourage the use of light rail. Therefore these types of mitigation measures would not be feasible.

Changes in Horizontal and Vertical Alignment

The horizontal alignment of the proposed project is limited to the existing corridor due to adverse right-of-way impacts detailed in the project Final Environmental Impact Statement. Therefore no further changes in horizontal alignment are recommended for noise mitigation.

The vertical alignment of the project section is designed in a cut section thus alleviating a major amount of traffic noise due to shielding by the cut slopes. No changes in vertical alignment are recommended.

APPENDIX C

ANALYSIS OF NOISE BARRIER ALTERNATIVES

CONSTRUCTION OF NOISE BARRIERS

Noise barriers, as detailed in TRAFFIC NOISE IMPACTS AND MITIGATION section of this report, were considered as one alternative for noise mitigation in the subject section. Concrete walls appear to be the most feasible type of noise barrier for this project. Earth berms, used as noise barriers, were found to be infeasible due to the physical setting and lack of available right-of-way. In order to arrive at the most cost effective barrier, three alternative noise designs were studied for noise attenuation, construction costs, and esthetics.

First, a noise barrier which would eliminate both exterior and interior noise impacts at the Providence Child Care Center and the Power Plant building was investigated. It was found that total achievement of FHWA design noise levels at the Child Center would require a barrier at least 20 feet in height. A barrier of this height was judged impractical because the roadway design already includes a 15 foot retaining wall in this area. A 20 foot noise barrier on top of a 15 foot retaining wall would create a wall that would be 35 feet above the pavement. This was judged to be very undesirable from a standpoint of shading the roadway and causing icy spots, as well as esthetic impact. It was also found that design noise levels could not be achieved at the Power Plant Building, since the required reduction exceeds the 20 dBA maximum practical reduction that could be achieved with a noise wall of any height.

Since total mitigation of noise impacts using a noise barrier was either impractical or infeasible, various alternatives for partial mitigation were investigated next. The highest barrier considered to be practical from a shading and esthetic standpoint is a 10 foot high wall atop the planned 15 foot high retaining wall, and a 14 foot high freestanding extension of this wall past the Power Plant Building. The total length of this alternative is 600 feet. The estimated cost is $155,000. The wall would reduce noise below FHWA design noise levels at the Child Center classrooms, medical treatment rooms and for all but the northeast corner of the playground (see Table 4). Noise levels on the Child Center sundeck would be reduced by 6 dBA to a level of Leq 72 dBA. This is 1 dBA lower than the existing noise levels, but still 5 dBA above the FHWA design noise levels. The northeast corner of the playground would be reduced to Leq 68 dBA, 1 dBA above the FHWA design noise level, but 11 dBA below existing levels. The noise barrier would also serve as a right-of-way control fence and as a visual screen.

Two other barrier alternatives were also investigated to see if a shorter length or height wall could be used to achieve noise reduction at less cost. A 6 foot high wall atop the retaining wall plus a 10 foot high freestanding extension of this wall past the Power Plant was evaluated. Also, a 10 foot high 350 foot long wall atop the retaining wall, and a 14 foot high 125 foot long freestanding wall with no extension past the power plant, was evaluated. The shorter height wall was ineffective in achieving FHWA design noise levels throughout large portions of the Child Center playground (see Table 4) and would not achieve design noise levels at the Child Center classrooms. The shorter length wall though, would be as effective at the Child Center as the 600 foot wall. The cost of the barriers was estimated at $115,000 and $120,000 respectively. All barrier costs include a 30 foot transition section at each end of the barrier.

Based on the foregoing discussion, it was judged that of the three alternatives considered, the combination 10 foot high 350 foot long wall atop the retaining wall and the 14 foot high 125 foot long freestanding wall was the only feasible and practical noise barrier. The benefit of total mitigation of noise impacts at the Child Center classrooms, medical treatment rooms and all but the northeast corner of the playground is judged to outweigh the cost of the barrier. In addition, the barrier will partially mitigate noise impacts at the Child Center sundeck, the Power Plant and in the northeast corner of the playground. Therefore, this barrier is recommended for inclusion in the project. The elevations of key points along the top of the recommended barrier are shown in Table 3.

Further noise reduction at the Power Plant building is not recommended due to the additional cost ($35,000) for a longer wall, or for architectural mitigation ($24,000). Currently, the classroom and office space located in this building receive limited use. All of the affected rooms are quite small and therefore, the utility as classrooms is very limited. Nearby rooms on the second floor have already been converted to storage; an indication that continued use of these rooms for offices and classrooms is likely to be short lived. Finally, the recommended noise barrier will provide substantial partial mitigation (up to 10 dBA) for the offices on the west and northwest end of the building. The only rooms which would receive no mitigation are the very small classrooms (approximately 8 feet by 12 feet) on the northeast corner of the building (location D, Figure 7--Appendix D).

APPENDIX D

FIGURES

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
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RETAKE

FIGURE 1

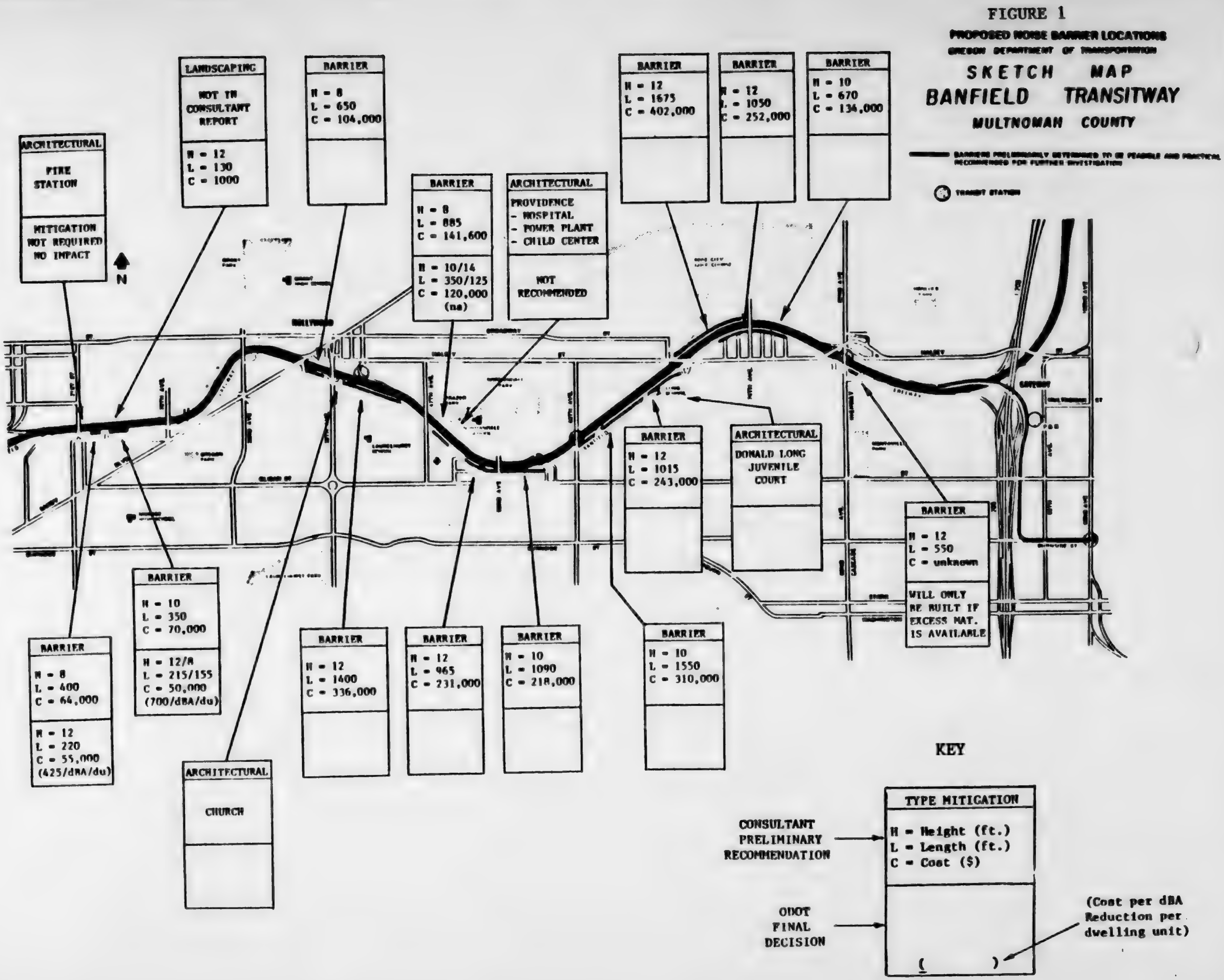
PROPOSED NOISE BARRIER LOCATIONS

OREGON DEPARTMENT OF TRANSPORTATION

SKETCH MAP

BANFIELD TRANSITWAY

MULTNOMAH COUNTY


BARRIERS PRELIMINARILY DETERMINED TO BE FEASIBLE AND PRACTICAL RECOMMENDED FOR FURTHER INVESTIGATION
TRANSIT STATION
N
ARCHITECTURAL
FIRE STATION
MITIGATION NOT REQUIRED NO IMPACT
LANDSCAPING
NOT IN CONSULTANT REPORT
H = 12
L = 130
C = 1000
BARRIER
H = 8
L = 650
C = 104,000
BARRIER
H = 8
L = 885
C = 141,600
H = 10/14
L = 350/125
C = 120,000
(na)
ARCHITECTURAL
PROVIDENCE
- HOSPITAL
- POWER PLANT
- CHILD CENTER
NOT RECOMMENDED
BARRIER
H = 12
L = 1675
C = 402,000
BARRIER
H = 12
L = 1050
C = 252,000
BARRIER
H = 10
L = 670
C = 134,000
BARRIER
H = 12
L = 1015
C = 243,000
ARCHITECTURAL
DONALD LONG JUVENILE COURT
BARRIER
H = 12
L = 550
C = unknown
WILL ONLY BE BUILT IF EXCESS MAT. IS AVAILABLE
BARRIER
H = 8
L = 400
C = 64,000
H = 12
L = 220
C = 55,000
(425/dBA/du)
BARRIER
H = 10
L = 350
C = 70,000
H = 12/8
L = 215/155
C = 50,000
(700/dBA/du)
ARCHITECTURAL
CHURCH
BARRIER
H = 12
L = 1400
C = 336,000
BARRIER
H = 12
L = 965
C = 231,000
BARRIER
H = 10
L = 1090
C = 218,000
BARRIER
H = 10
L = 1550
C = 310,000
KEY
CONSULTANT PRELIMINARY RECOMMENDATION
ODOT FINAL DECISION
TYPE MITIGATION
H = Height (ft.)
L = Length (ft.)
C = Cost ($)
( )
(Cost per dBA Reduction per dwelling unit)

APPENDIX D

FIGURES

OMI

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END

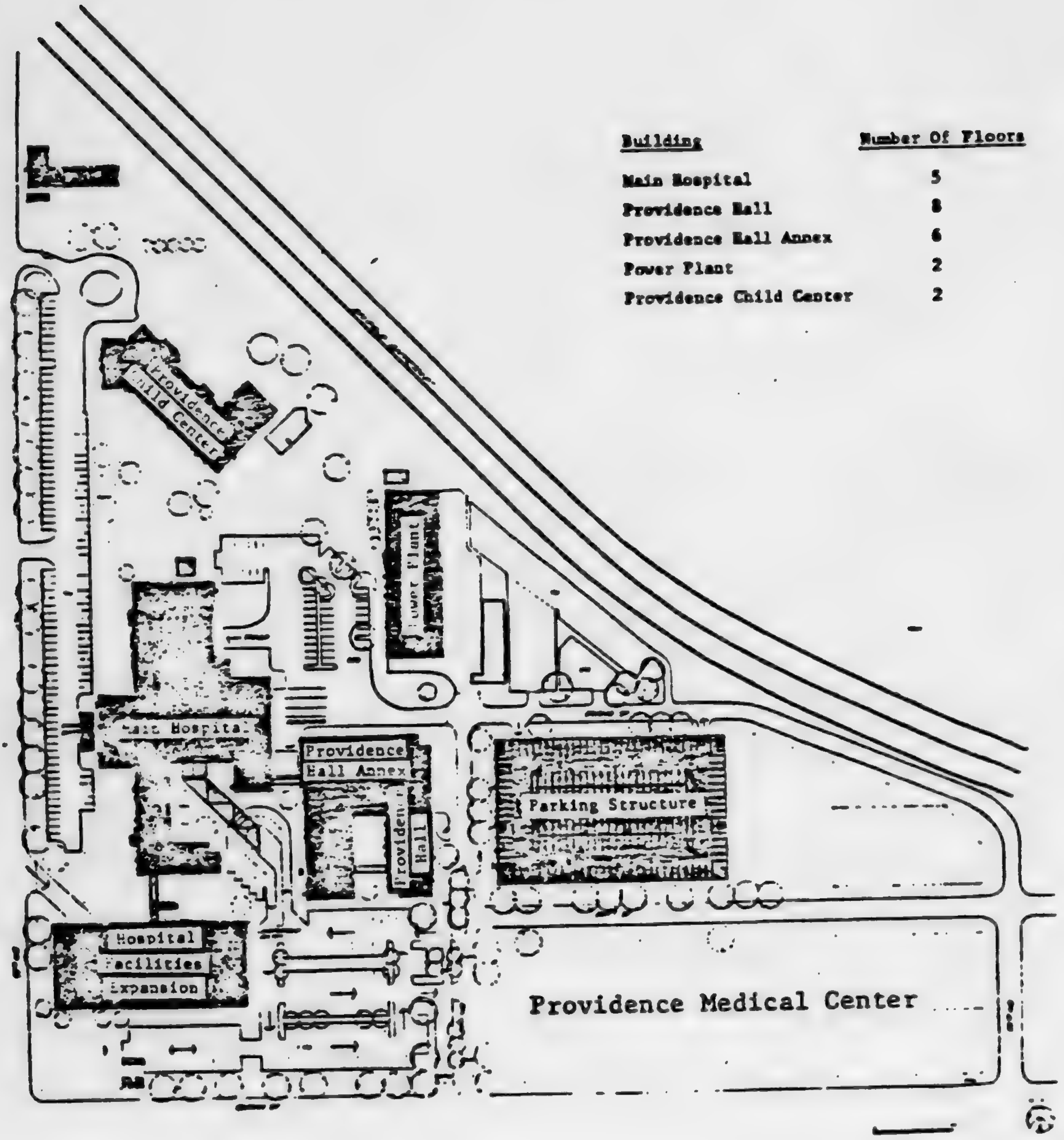
OF

RETAKE

Figure 2

N.E. 47th Avenue - N.E. 49th Avenue
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County

Land-use Map


Providence Child Center
Power Plant
Main Hospital
Providence Hall Annex
Providence Hall
Parking Structure
Hospital Facilities Expansion
Providence Medical Center

Building	Number Of Floors
Main Hospital	5
Providence Hall	8
Providence Hall Annex	6
Power Plant	2
Providence Child Center	2

Figure 3

N.E. 47th Avenue - N.E. 49th Avenue

(Providence Medical Center and Child Center)

Banfield Freeway

Multnomah County

Measurement Site Locations

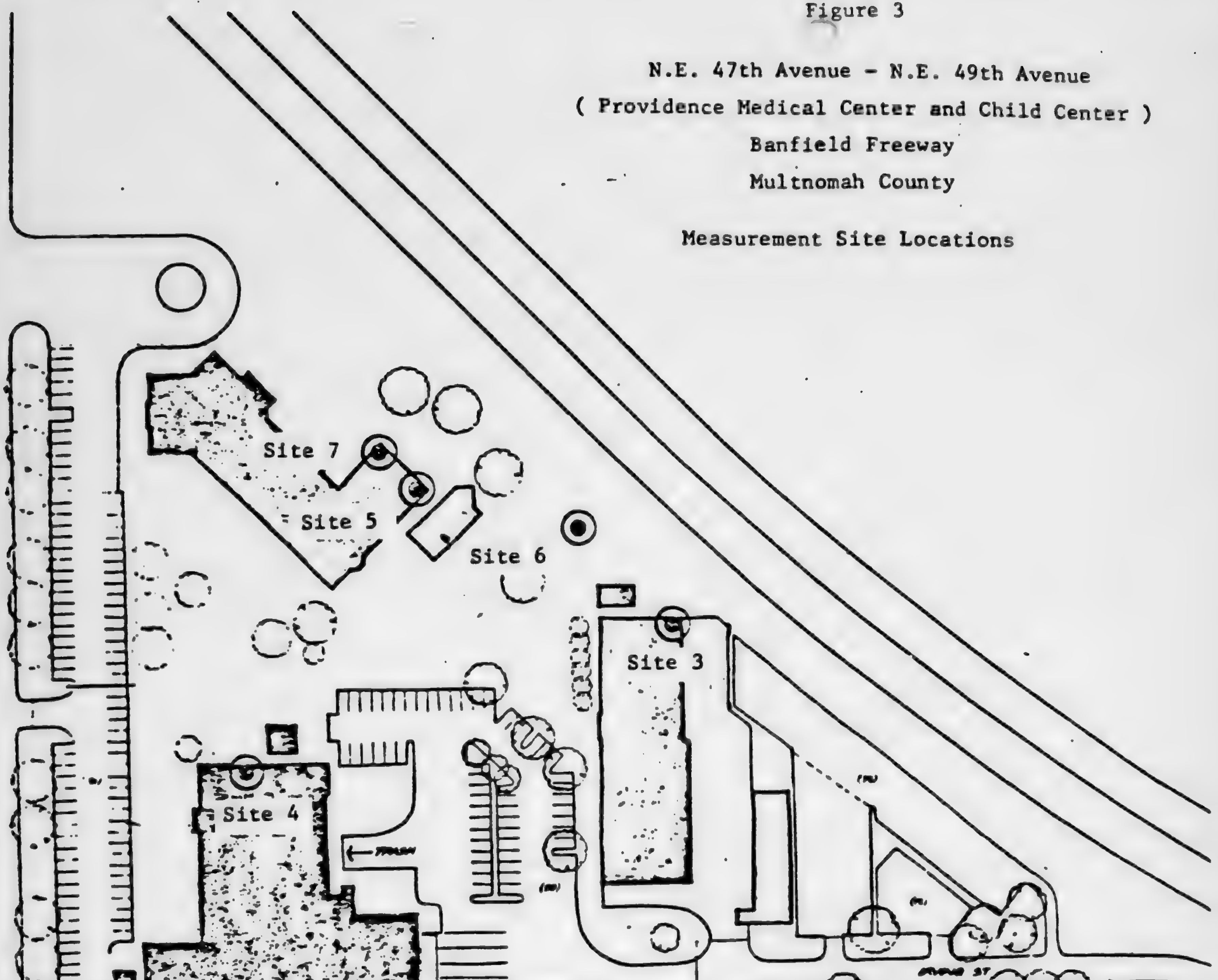

Site 7
Site 5
Site 6
Site 3
Site 4
Site 2
Site 1
Hoyt St.

Figure 4

N.E. 47th Avenue - N.E. 49th Avenue
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County

Traffic Noise Impacts

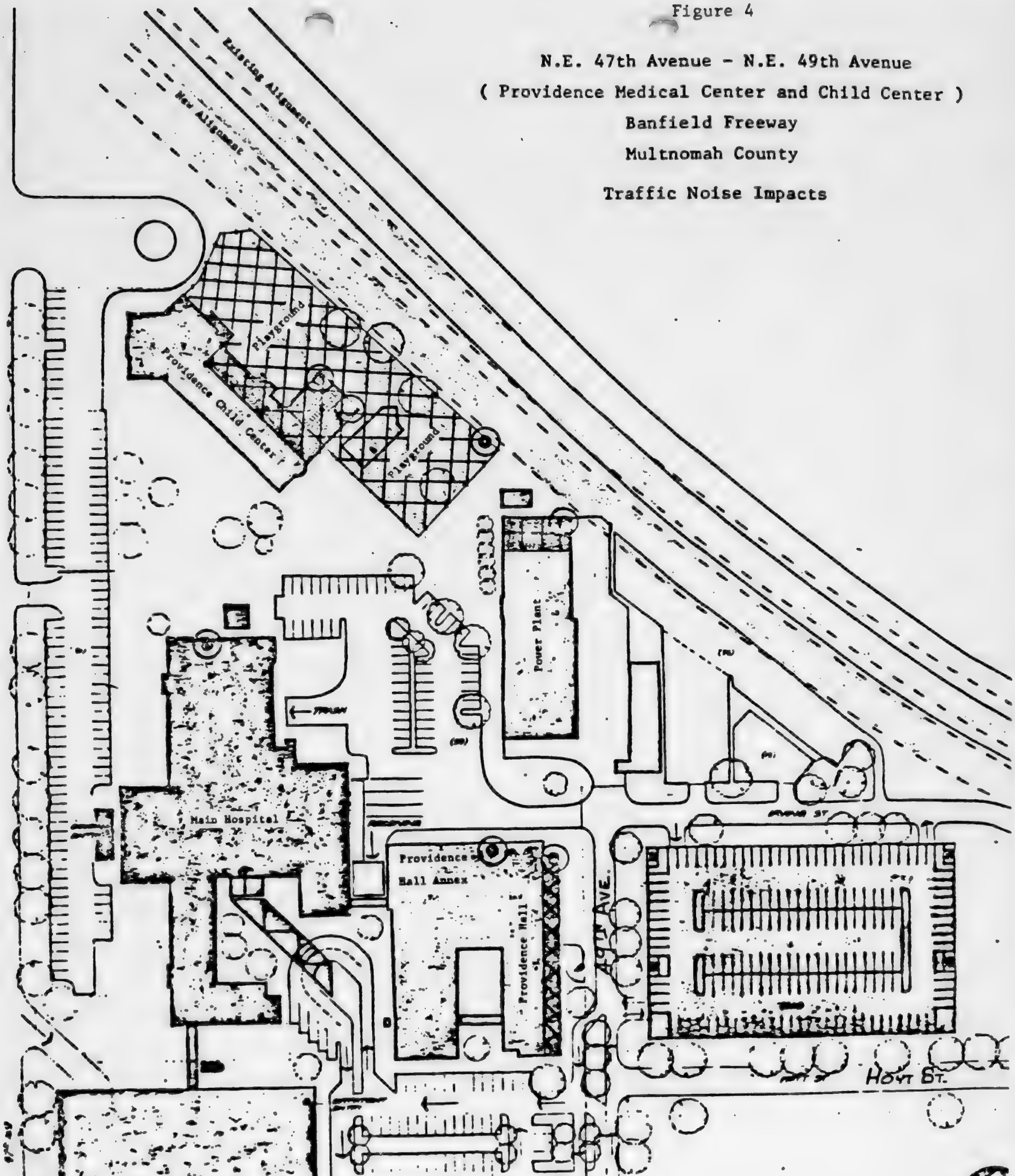

Existing Alignment
New Alignment
Playground
Playground
Providence Child Center
Power Plant
Main Hospital
Providence Hall Annex
Providence Hall
49th AVE.
HOYT ST.
Traffic Noise Impacts : ▨

Figure 5

N.E. 47th Avenue - N.E. 49th Avenue

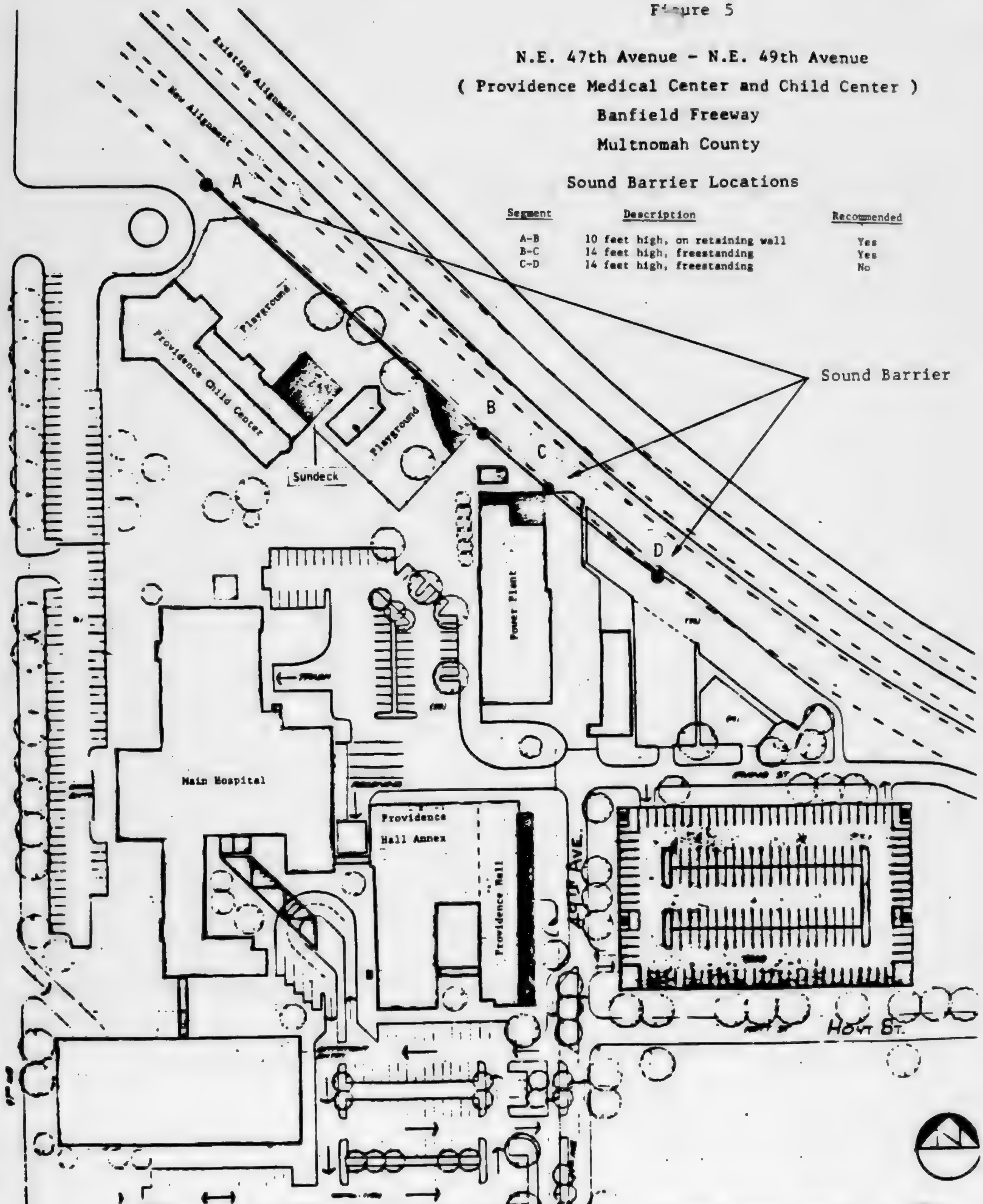
(Providence Medical Center and Child Center)

Banfield Freeway

Multnomah County

Sound Barrier Locations

Segment	Description	Recommended
A-B	10 feet high, on retaining wall	Yes
B-C	14 feet high, freestanding	Yes
C-D	14 feet high, freestanding	No



Existing Alignment
New Alignment
A
B
C
D
Sound Barrier
Playground
Providence Child Center
Playground
Sundeck
Power Plant
Main Hospital
Providence Hall Annex
Providence Hall
47th AVE.
HOYT ST.
Traffic Noise Impacts : ▨
(With Recommended Mitigation)

Figure 6

Sound Barrier Profile and Cross-Sections

N.E. 47th - N.E. 49th Avenue
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County

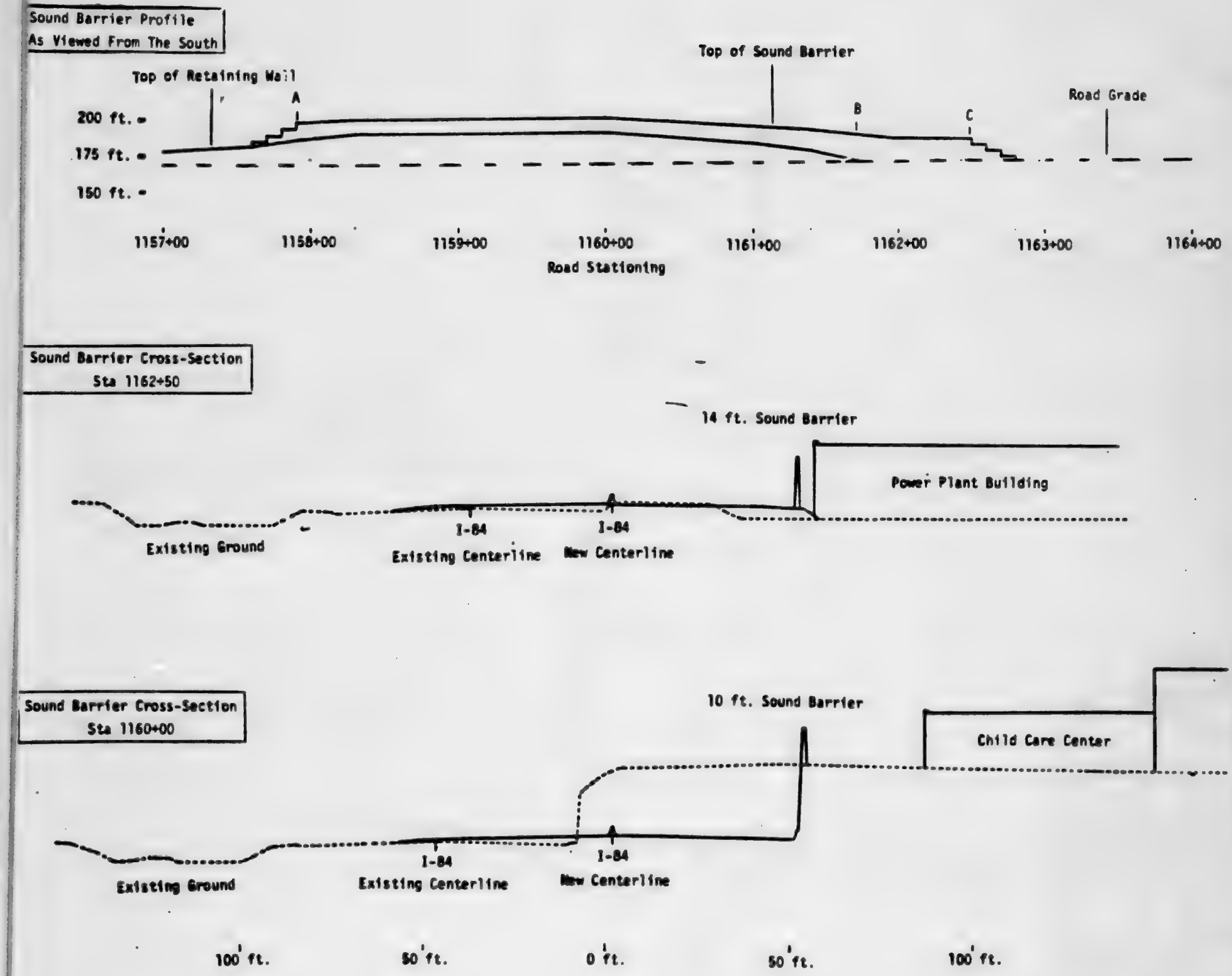
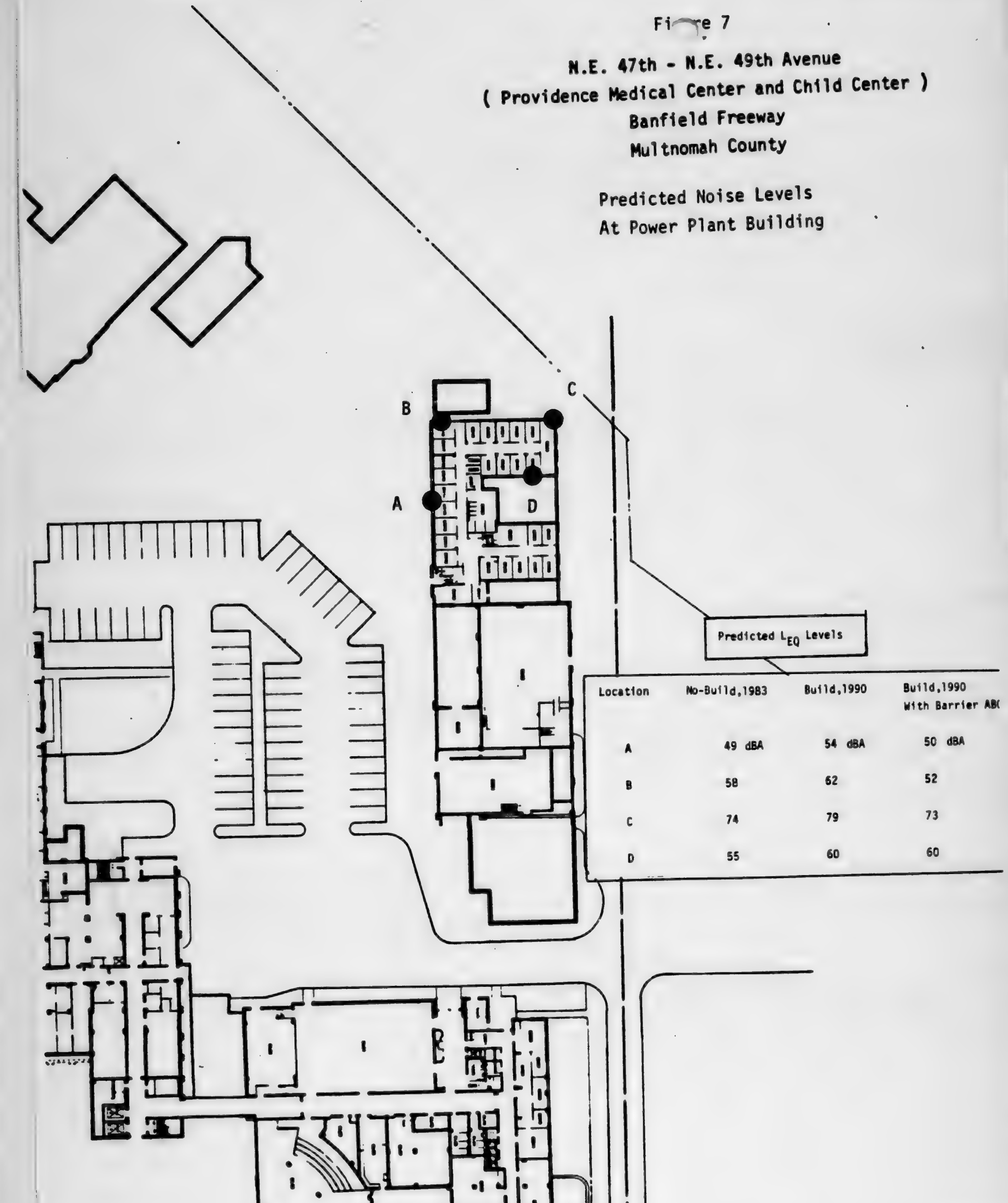

Sound Barrier Profile
As Viewed From The South
Top of Retaining Wall
A
Top of Sound Barrier
B
C
Road Grade
200 ft.
175 ft.
150 ft.
1157+00
1158+00
1159+00
1160+00
1161+00
1162+00
1163+00
1164+00
Road Stationing
Sound Barrier Cross-Section
Sta 1162+50
14 ft. Sound Barrier
Power Plant Building
Existing Ground
I-84
Existing Centerline
I-84
New Centerline
Sound Barrier Cross-Section
Sta 1160+00
10 ft. Sound Barrier
Child Care Center
Existing Ground
I-84
Existing Centerline
I-84
New Centerline
100 ft.
50 ft.
0 ft.
50 ft.
100 ft.

Figure 7

N.E. 47th - N.E. 49th Avenue
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County

Predicted Noise Levels
At Power Plant Building



Location	No-Build,1983	Build,1990	Build,1990 With Barrier AB(
A	49 dBA	54 dBA	50 dBA
B	58	62	52
C	74	79	73
D	55	60	60

APPENDIX E

TABLES

TABLE 1

Banfield Transitway Noise Study
47th-49th Avenues (South)
Banfield Transitway
Multnomah County

TRAFFIC DATA USED IN NOISE PREDICTIONS

Peak Traffic Hour

Roadway Segment	Year	Vehicle Volume	Truck Volume	Speed (mph)
47th-49th Avenue	1990	9,980	400	39

Peak Truck Hour

Roadway Segment	Year	Vehicle Volume	Truck Volume	Speed (mph)
47th-49th Avenue	1990	6,650	570	51

TABLE 2
N.E. 47th Avenue-N.E. 49th Avenue
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County

Measurement	Measured Leq Level Inside	Outside	Outside-Inside Reduction	Calculated Outside Leq Level	Difference (+ or -)
1A - Providence Hall 8th Floor Residence Windows Closed	36 dBA	70 dBA	34 dBA	69 dBA	- 1
1B - Providence Hall 8th Floor Residence Windows Open	55 dBA	70 dBA	15 dBA	69 dBA	- 1
2A - Providence Hall Annex 6th Floor Hospital Room Windows Closed	45 dBA	-	-	-	-
2B - Providence Hall Annex 6th Floor Hospital Room Windows Open	52 dBA	69 dBA	17 dBA	68 dBA	- 1
3A - Power Plant 2nd Floor Classroom Windows Closed	56 dBA	76 dBA	20 dBA	76 dBA	0
3B - Power Plant 2nd Floor Classroom Windows Open	73 dBA	76 dBA	3 dBA	77 dBA	+ 1
4 - Main Hospital 5th Floor Hospital Room Windows Closed	52 dBA	-	-	-	-
5A - Providence Child Center 2nd Floor Sundeck	-	68 dBA	-	71 dBA	+ 3
5B - Providence Child Center 2nd Floor Sundeck	-	71 dBA	-	71 dBA	0
6 - Providence Child Center Playground	-	69 dBA	-	71 dBA	+ 2
7A - Providence Child Center 1st Floor Classroom Windows Closed	44 dBA	64 dBA	20 dBA	65 dBA	+ 1
7B - Providence Child Center 1st Floor Classroom Windows Open	49 dBA	65 dBA	16 dBA	66 dBA	+ 1

TABLE 3

TOP OF BARRIER ELEVATIONS

N.E. 47th-N.E. 49th Avenue
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County

Station	Distance from Centerline	Top of Barrier Elevation
1157+60	50' Rt.	186º
1157+90	50' Rt.	196º
1158+30	50' Rt.	200º
1160+00	50' Rt.	202º
1161+40	50' Rt.	194º
1162+00	50' Rt.	188º
1162+50	50' Rt.	188º
1162+80	50' Rt.	176º

TABLE 4
N.E. 47th Ave.-N.E. 49th Ave.
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County
Summary of Mitigation Measures Investigated

Mitigation Measure	Impacted Area	Leq Level - No-Build, 1983	Leq Level - Build, 1990		Reduction	Cost	Recommended
			W/O Mit.	W Mit.			
Central Air-Conditioning of Providence Hall	Providence Hall -	50-55 dBA (I.S.)	52-57 dBA	37-52 dBA	5-15 dBA	$150,000 plus structure modification	No
Individual Room Air-Conditioning of Providence Hall	Providence Hall -	50-55 dBA (I.S.)	52-57 dBA	37-42 dBA	15 dBA	$179,000	No
Air Conditioning and Double-Glazing of Power Plant	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	39-52 dBA	15-27 dBA	$24,000	No
Sound Barrier "ABCD" H = 10-14 ft. L = 600 ft.	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	50-66 dBA	4-13 dBA	$155,000	No
	Child Care Playground -	69-73 dBA (O.S.)	73-81 dBA	65-68 dBA	7-13 dBA		
	Child Care Sundeck -	73 dBA (O.S.)	78 dBA	72 dBA	5 dBA		
	Child Care Classrooms -	55 dBA (I.S.)	58 dBA	51 dBA	7 dBA		
	Child Care Medical Rooms -	53 dBA (I.S.)	54 dBA	51 dBA	3 dBA		
Sound Barrier "ABCD" H = 6-10 ft. L = 600 ft.	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	50-75 dBA	4 dBA	$115,000	No
	Child Care Playground -	69-73 dBA (O.S.)	73-81 dBA	67-72 dBA	5-9 dBA		
	Child Care Sundeck -	73 dBA (O.S.)	78 dBA	75 dBA	3 dBA		
	Child Care Classrooms -	55 dBA (I.S.)	58 dBA	53 dBA	5 dBA		
	Child Care Medical Rooms -	53 dBA (I.S.)	54 dBA	52 dBA	2 dBA		
Sound Barrier "ABC" H = 10-14 ft. L = 475 ft.	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	50-73 dBA	0-10 dBA	$120,000	Yes
	Child Care Playground -	69-73 dBA (O.S.)	73-81 dBA	65-68 dBA	7-13 dBA		
	Child Care Sundeck -	73 dBA (O.S.)	78 dBA	72 dBA	6 dBA		
	Child Care Classrooms -	55 dBA (I.S.)	58 dBA	51 dBA	7 dBA		
	Child Care Medical Rooms -	53 dBA (I.S.)	54 dBA	51 dBA	3 dBA		
Glass Perimeter Wall for Child Center Sundeck	Sundeck, W/O Sound Barrier "ABC" -	73 dBA (O.S.)	78 dBA	72 dBA	6 dBA	$38,000	No
	Sundeck, With Sound Barrier "ABC" -	73 dBA (O.S.)	73 dBA	72 dBA	1 dBA	$38,000	No

NOTE: -Inside noise levels are listed as the windows "open" condition unless mitigation provides air-conditioning. Inside noise levels with air-conditioning as mitigation and the associated noise reduction do not include the noise generated by the air-conditioning system.

Inside noise levels: (I.S.)
Outside noise levels: (O.S.)

-Barrier length does not include 30 ft. stepped transition sections at each end of the barriers.

TABLE 4
N.E. 47th Ave.-N.E. 49th Ave.
(Providence Medical Center and Child Center)
Banfield Freeway
Multnomah County
Summary of Mitigation Measures Investigated

Mitigation Measure	Impacted Area	Leq Level - No-Build, 1983	Leq Level - Build, 1990 W/O Mit.	W Mit.	Reduction	Cost	Recommended
Central Air-Conditioning of Providence Hall	Providence Hall -	50-55 dBA (I.S.)	52-57 dBA	37-52 dBA	5-15 dBA	$150,000 plus structure modification	No
Individual Room Air-Conditioning of Providence Hall	Providence Hall -	50-55 dBA (I.S.)	52-57 dBA	37-42 dBA	15 dBA	$179,000	No
Air Conditioning and Double-Glazing of Power Plant	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	39-52 dBA	15-27 dBA	$24,000	No
Sound Barrier "ABCD" H = 10-14 ft. L = 600 ft.	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	50-66 dBA	4-13 dBA	$155,000	No
	Child Care Playground -	69-73 dBA (O.S.)	73-81 dBA	65-68 dBA	7-13 dBA		
	Child Care Sundeck -	73 dBA (O.S.)	78 dBA	72 dBA	5 dBA		
	Child Care Classrooms -	55 dBA (I.S.)	58 dBA	51 dBA	7 dBA		
	Child Care Medical Rooms -	53 dBA (I.S.)	54 dBA	51 dBA	3 dBA		
Sound Barrier "ABCD" H = 6-10 ft. L = 600 ft.	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	50-75 dBA	4 dBA	$115,000	No
	Child Care Playground -	69-73 dBA (O.S.)	73-81 dBA	67-72 dBA	5-9 dBA		
	Child Care Sundeck -	73 dBA (O.S.)	78 dBA	75 dBA	3 dBA		
	Child Care Classrooms -	55 dBA (I.S.)	58 dBA	53 dBA	5 dBA		
	Child Care Medical Rooms -	53 dBA (I.S.)	54 dBA	52 dBA	2 dBA		
Sound Barrier "ABC" H = 10-14 ft. L = 475 ft.	Power Plant -	49-74 dBA (I.S.)	54-79 dBA	50-73 dBA	0-10 dBA	$120,000	Yes
	Child Care Playground -	69-73 dBA (O.S.)	73-81 dBA	65-68 dBA	7-13 dBA		
	Child Care Sundeck -	73 dBA (O.S.)	78 dBA	72 dBA	6 dBA		
	Child Care Classrooms -	55 dBA (I.S.)	58 dBA	51 dBA	7 dBA		
	Child Care Medical Rooms -	53 dBA (I.S.)	54 dBA	51 dBA	3 dBA		
Glass Perimeter Wall for Child Center Sundeck	Sundeck, W/O Sound Barrier "ABC" -	73 dBA (O.S.)	78 dBA	72 dBA	6 dBA	$38,000	No
	Sundeck, With Sound Barrier "ABC" -	73 dBA (O.S.)	73 dBA	72 dBA	1 dBA	$38,000	No

NOTE: -Inside noise levels are listed as the windows "open" condition unless mitigation provides air-conditioning. Inside noise levels with air-conditioning as mitigation and the associated noise reduction do not include the noise generated by the air-conditioning system.
Inside noise levels: (I.S.)
Outside noise levels: (O.S.)

-Barrier length does not include 30 ft. stepped transition sections at each end of the barriers.

.9594

I-84

N

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: 9-24-81

N. E. Mann

FROM: FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM Banfield Corr. (N.E. 39th Ave - N.E. 60th Ave) Sec.

TO N.E. 39th Ave - N.E. 58th Ave Sec

Scheduled F2 Qtr 83

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location
Metropolitan

Tom
ds

1 Verstoeg
2 Anderson
3 Christensen
4 Olson
5 Sullivan
Terpin
7 Trout
6 Wakerlig

RECEIVED
SEP 24 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

9574

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 8, 1981

TO: WALT HART, Bridge Engineer; DUANE CHRISTENSEN, Act. Rd. Desgn Engr.

File No: 26-1959

FROM: ROBERT A. SANDMANN
Special Project Coordinator

SUBJECT: Banfield Transitway Project
Banfield Section
58th Ave. - 87th Ave. Unit
Halsey St. Detour (80th Ave. - 85th Ave.)

The City of Portland has accepted an alternate detour of Halsey Street traffic between 80th Avenue and 85th Avenue, as shown on the attached sketches 1, 2A and 2B. This alternate detour will not require the building of a detour structure adjacent to the existing Halsey Street overcrossing of the Banfield. Please incorporate this alternate detour in the plans for the 58th Ave.-87th Ave. unit.

The City has established the following conditions for their acceptance:

- The westbound Banfield ramp is out of service no longer than six months.
- Airport Way is open between the airport and I-205.
- I-205 including the SW ramp I-205 southbound to Banfield westbound) is open during Halsey westbound Banfield ramp closure.
- Minor alterations and improvements to city streets are made to handle revised traffic patterns.
- Complete and thorough detour signing approved by the City will be installed and maintained.
- The 74th Avenue overcrossing reconstruction is to be completed and open to traffic prior to detouring Halsey Street traffic.
- As complete an access as possible will be provided for adjacent businesses

6-11-81
I-205 open
Dec. 1983
and
SW ramp not
included

Robert A Sandmann

po

cc: R. N. Bothman
Tom Schwab
Don Billings

REFERRED TO
1 Beard WGB Stoudenmeyer
Cole Mann
Erikson 2 Watson Socre
Hager Dorn Leu
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1 Versteeg DU
Anderson
2 Christensen JW
3 Olson DNS
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 9 1981
ROAD DESIGN SECTION

Copy to Metro w/ Comment
DNS

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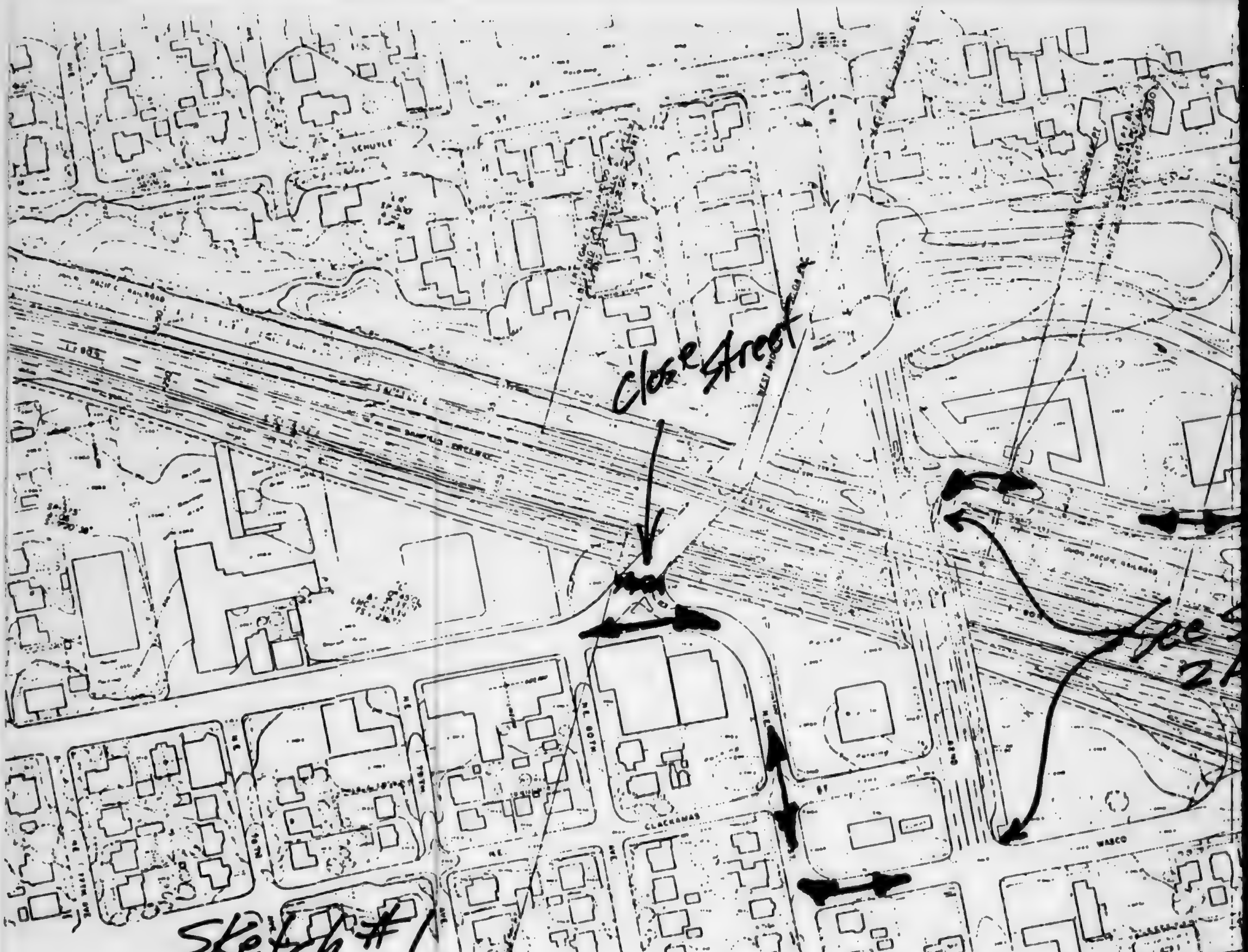
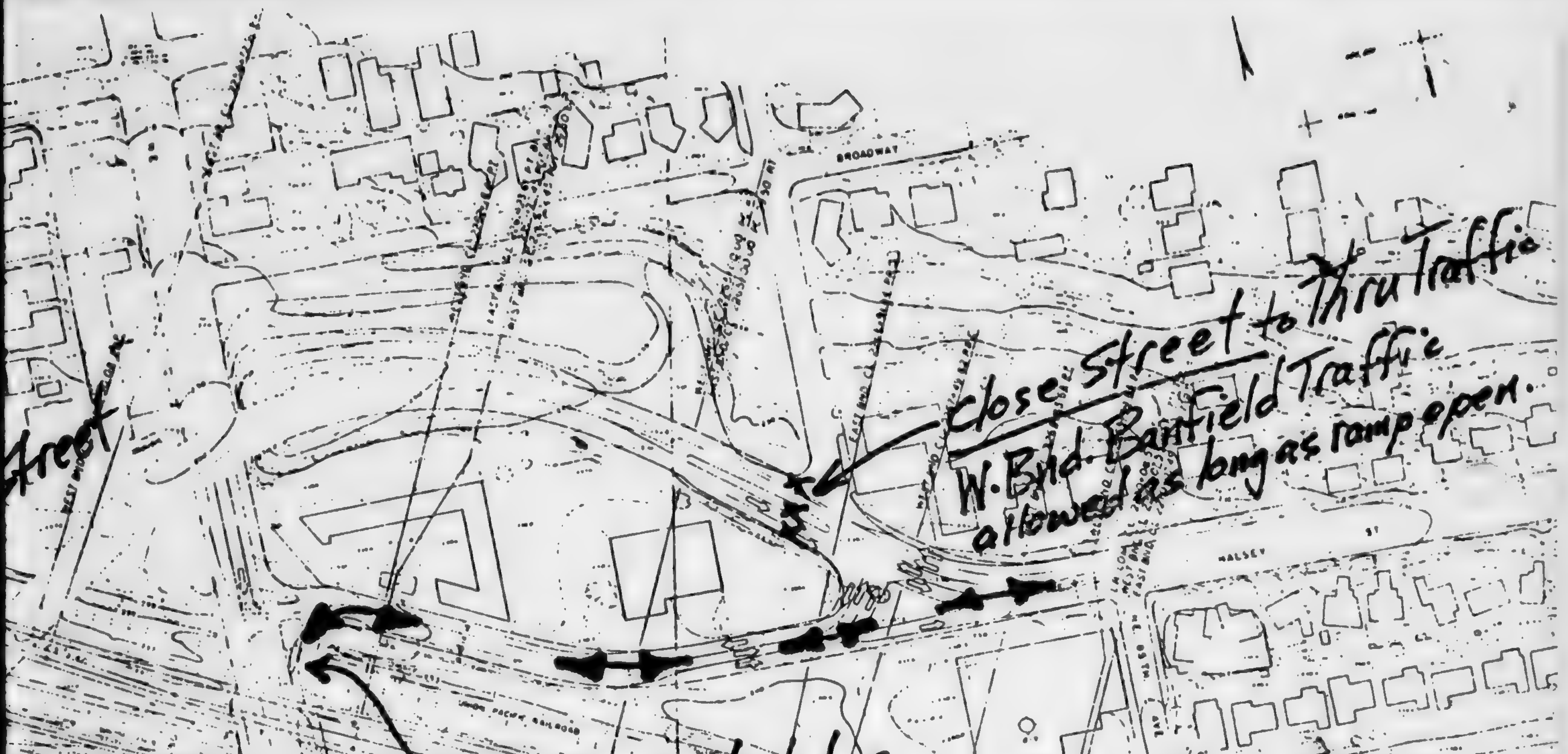

Close Street
See
2

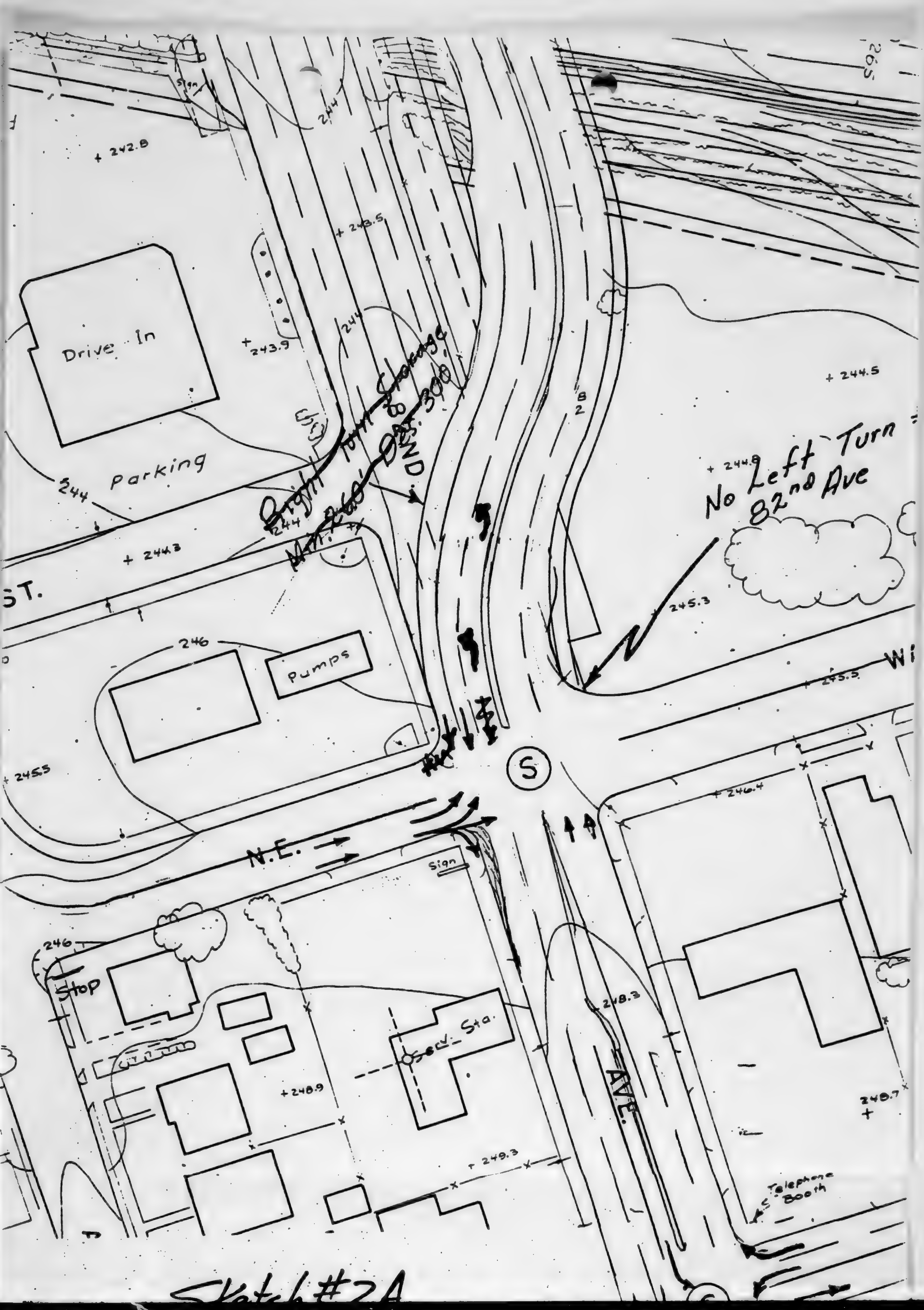
Sketch #1
Banfield Transitway
Halsey Street Detour (80th Ave - 85th Ave)


Street
BROADWAY
HALSEY ST
WASCO
MULTNOMAH

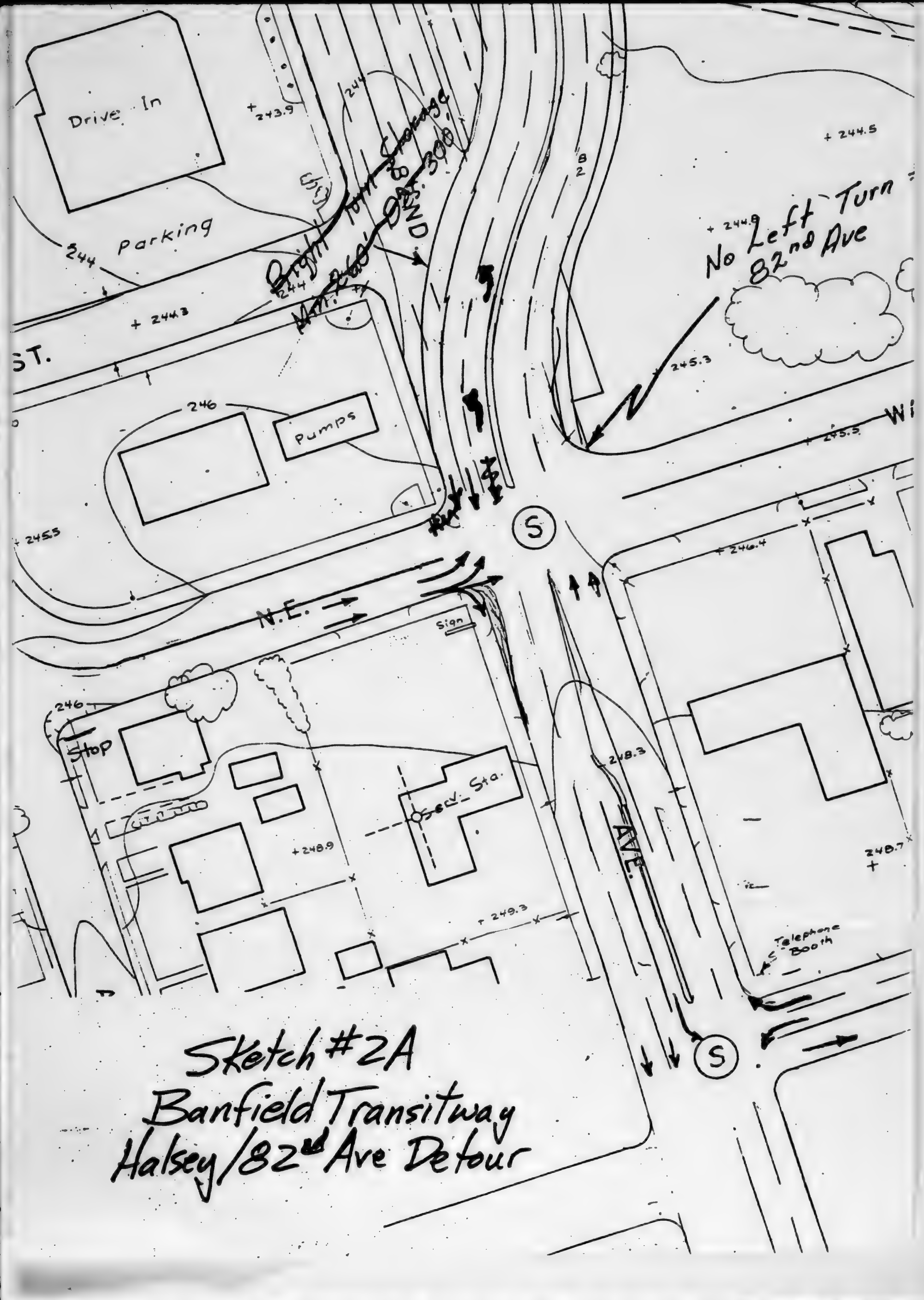
Close Street to Thru Traffic
W. Blvd. Banfield Traffic allowed as long as ramp open.

See Sketches 2A & 2B

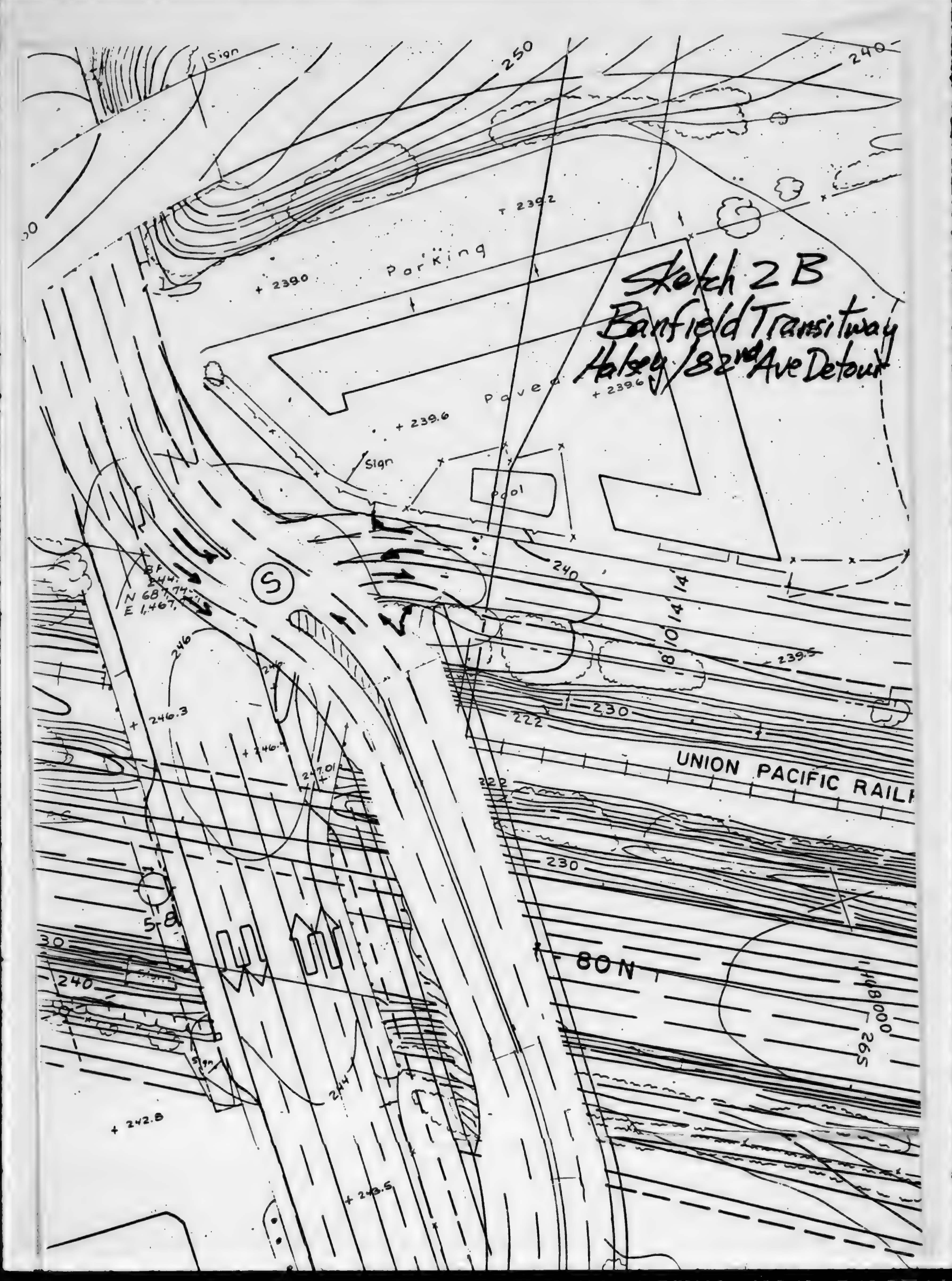
oth Ave - 85th Ave)


Sign
+ 242.8
244
+ 243.5
Drive In
+ 243.9
244
Right Turn Storage 80'
Min. 60' Des. 300'
END
Parking
244
244
+ 244.3
ST.
246
Pumps
+ 245.5
N.E.
Sign
246
Stop
Serv. Sta.
+ 248.9
+ 249.3
248.3
AVE.
Telephone Booth
248.7
+ 244.5
B 2
+ 244.8
No Left Turn
82nd Ave
245.3
Wi
245.5
+ 246.4
S
265

Sketch #2A

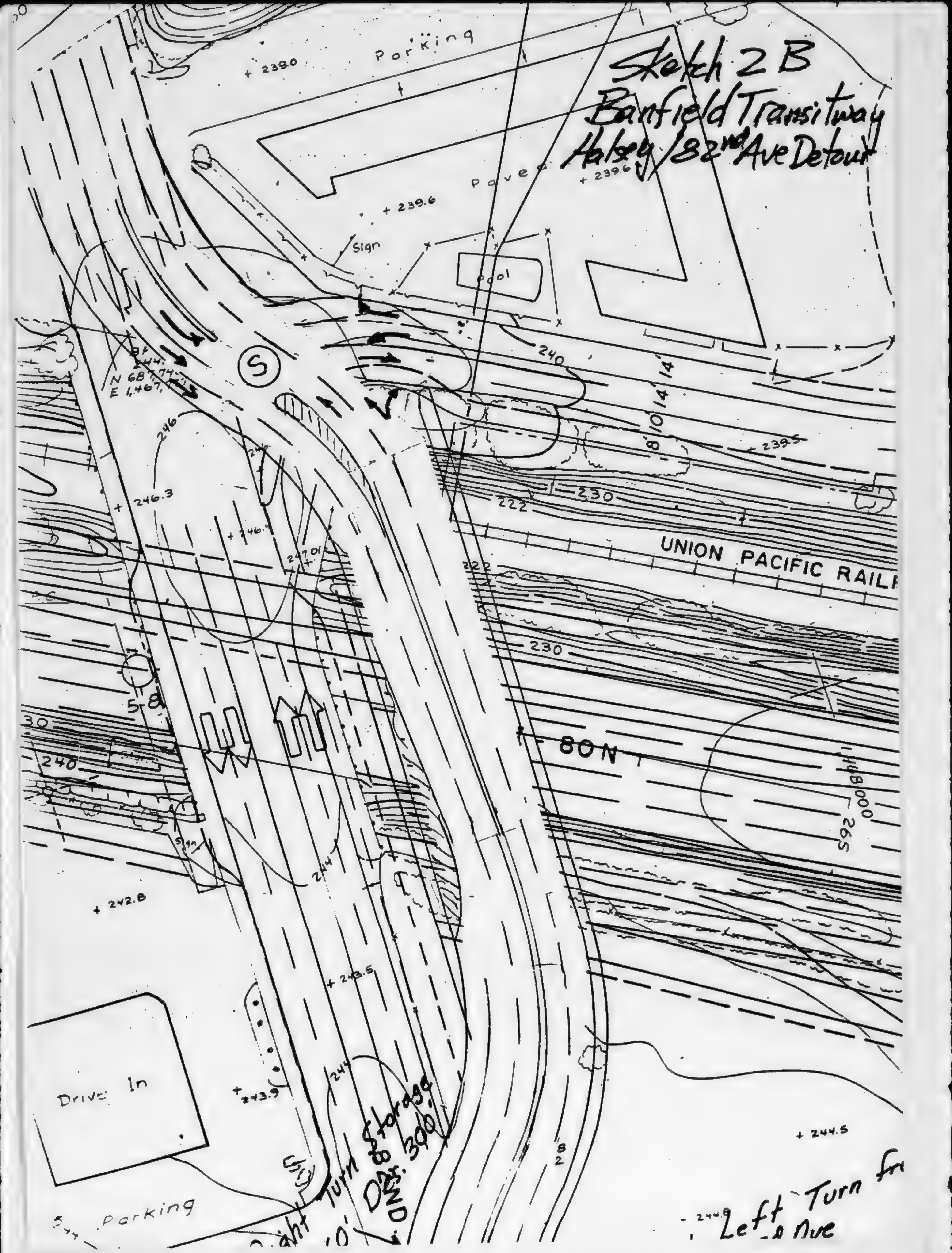

Drive In
+ 243.9
244
Right Turn Storage
Min. 260' Des. 300'
END
244 Parking
244
+ 244.3
ST.
246
Pumps
+ 245.5
N.E.
Sign
246
Stop
Serv. Sta.
+ 248.9
+ 249.3
S
AVE.
+ 248.3
+ 246.4
+ 248.7
Telephone Booth
S
+ 244.5
B 2
+ 244.9
No Left Turn 82nd Ave
+ 245.3
+ 245.5
Wi

Sketch #2A
Banfield Transitway
Halsey/82nd Ave Detour


Sign
250
240
+ 239.2
Parking
+ 239.0
Paved
+ 239.6
+ 239.6
Sign
Pool
S
BF 244.
N 68,774.
E 1,467,
240
8
10
14
14
239.5
246
+ 246.3
+ 246.
247.01
230
222
UNION PACIFIC RAIL
222
230
80N
5-8
30
240
Sign
Sign
244
+ 242.8
+ 243.5
1,480000
265

Sketch 2B
Banfield Transitway
Halsey/82nd Ave Detour

Sketch 2B
Banfield Transitway
Halsey/82nd Ave Detour


Parking
+ 239.0
Paved
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+ 239.6
Sign
Pool
240
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E 1,467
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8
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+ 246.3
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222
+ 246.4
247.01
UNION PACIFIC RAIL
222
230
30
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80N
48000
265
Sign
244
+ 242.8
+ 243.5
244
Drive In
+ 243.9
Right Turn Storage
10'
80 DDS
OND 300'
B 2
+ 244.5
Left Turn fr
Ave
+ 244.8
Parking

7591

80N

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg, Design Engineer
Attention: A. D. Olson

DATE: January 6, 1975

FROM: John Hanks
John Hanks
Project Analysis Supervisor

SUBJECT: 82nd Avenue EB On-Ramp
Banfield Freeway

The Banfield Freeway currently has several critical points of congestion that produce unstable traffic flow and occasional stop and go traffic conditions during peak hour operation.

With I205 completed, and ramp connections provided from the Banfield Freeway to I205, an additional critical section will be created. A multiple weave will exist between the 82nd Avenue eastbound on-ramp and the off-ramps to I205 and Halsey Street. See attached map showing multiple weave section.

To improve the afternoon peak hour traffic operation in this section it is recommended that the 82nd Avenue eastbound on-ramp be closed prior to completion of the west to south ramp connection from Banfield Freeway to I205. Closure of this ramp is compatible with the compliment traffic movement which currently routes via local streets.

An analysis of the traffic divertion resulting from the ramp closure was undertaken. Attached is a sketch map showing the following recommended improvements to the intersections at Hassalo Street and the I205 ramp connections.

1. Add a right turn lane on Hassalo Street 250 feet west of the southbound off-ramp from I205.
2. Add right turn lane on the collector-distributor road 250 feet south of Hassalo Street.
3. Provide two lanes on the northbound on-ramp, tapering to one lane prior to merging with I205.

With the above improvements traffic diverted from the 82nd Avenue eastbound on-ramp is expected to operate satisfactorily through the intersections at Hassalo Street. The multiple weave section on the Banfield Freeway will be eliminated providing improved peak hour operation.

JH:bp
Attachment

cc: R. N. Bothman, w/att.

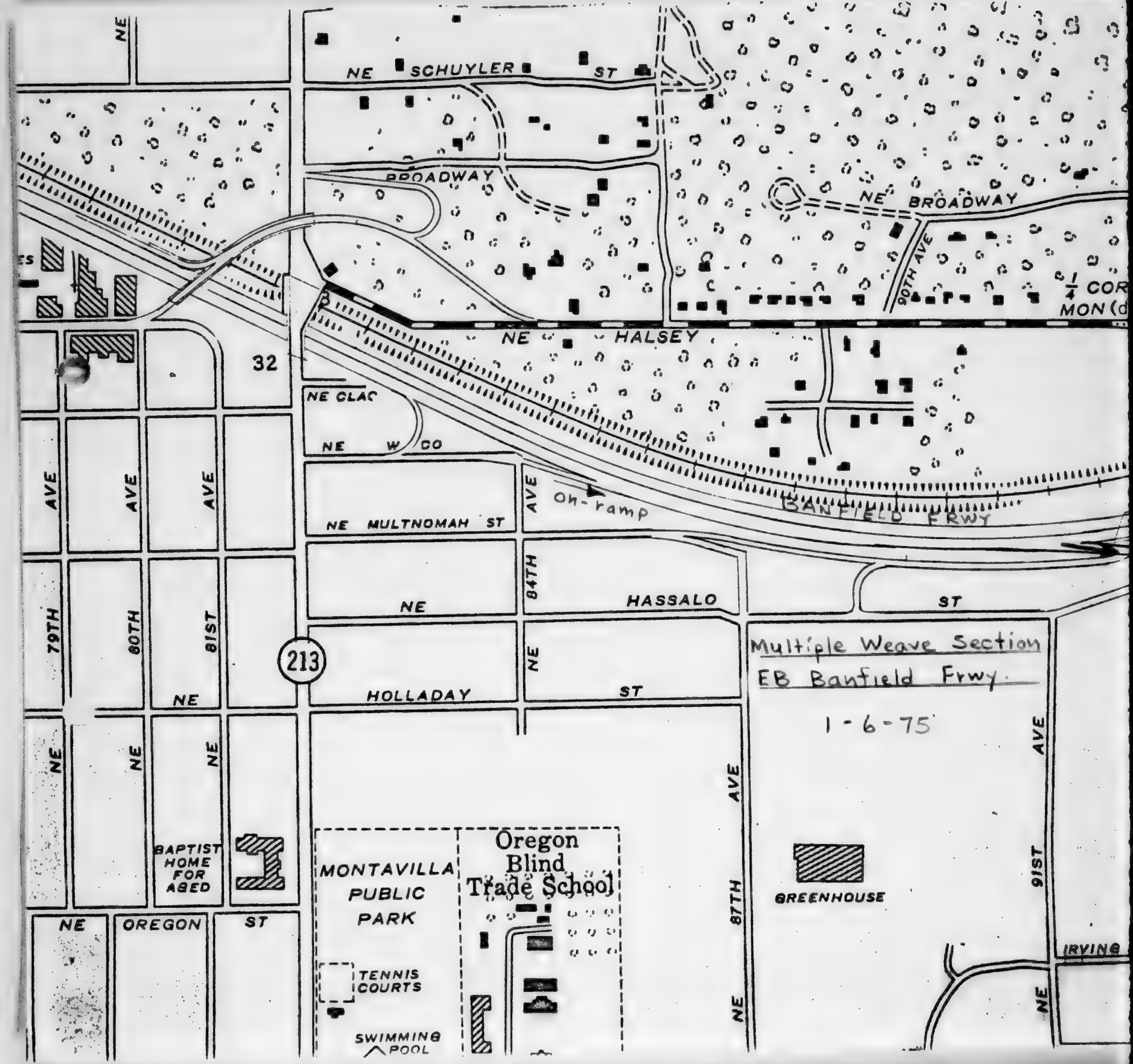
Metro making alternate design on this basis.
adO.

1 Versteeg ✓
2 A. Olson ade
Terpin
Scott
Swenson

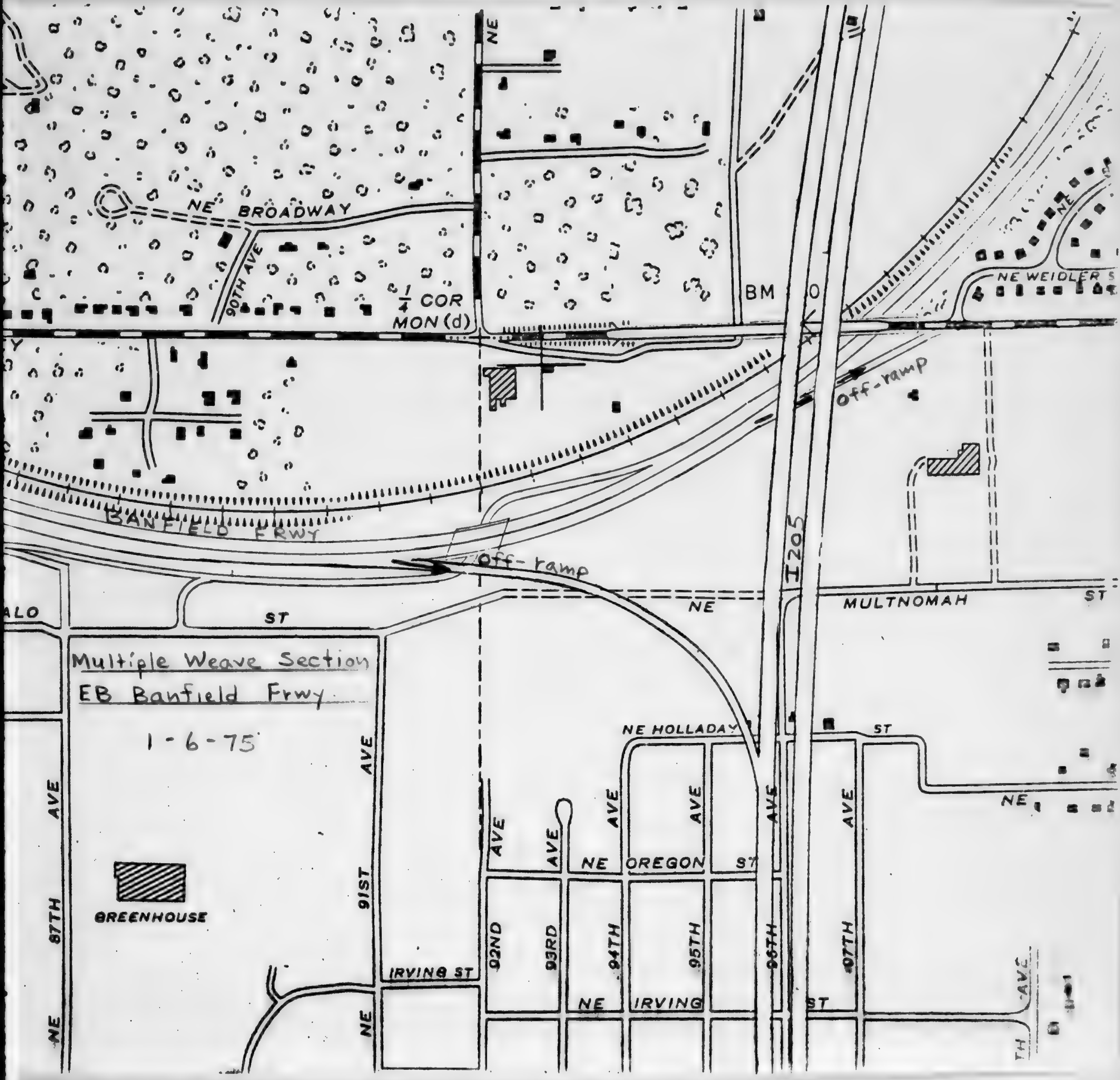
RECEIVED
JAN 7 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

81-125-1387


NE SCHUYLER ST
BROADWAY
NE BROADWAY
90TH AVE
1/4 COR
MON (d
ES
NE HALSEY
32
NE CLAC
NE W CO
NE MULTNOMAH ST
On-ramp
BANFIELD FRWY
NE HASSALO ST
84TH AVE
NE
213
NE HOLLADAY ST
79TH AVE
NE
80TH AVE
NE
81ST AVE
NE
87TH AVE
NE
91ST AVE
NE
IRVING
BAPTIST HOME FOR AGED
NE OREGON ST
MONTAVILLA PUBLIC PARK
TENNIS COURTS
SWIMMING POOL
Oregon Blind Trade School
GREENHOUSE

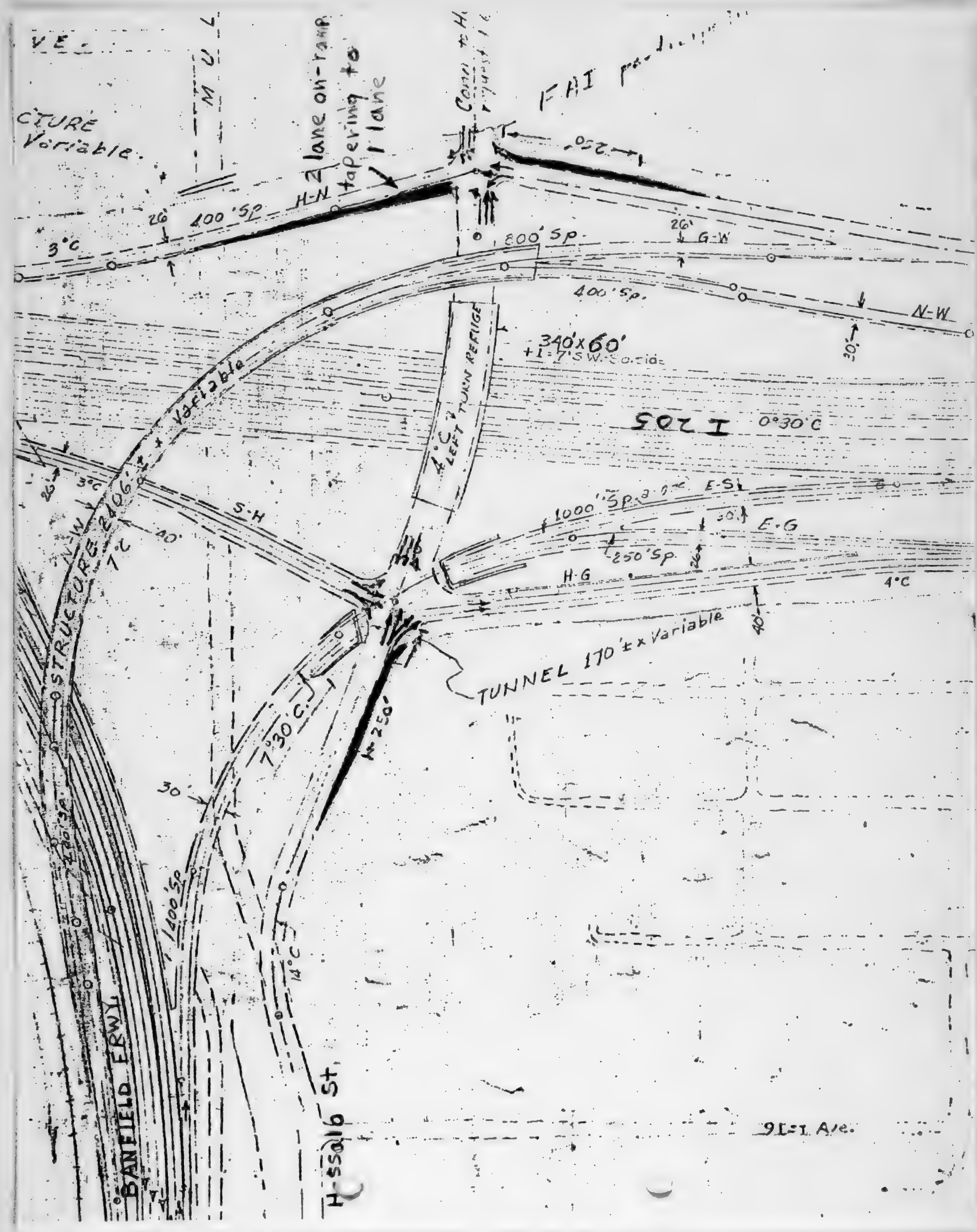
Multiple Weave Section
EB Banfield Frwy
1-6-75



NE BROADWAY
90TH AVE
NE
1/4 COR MON (d)
BM
0
NE WEIDLER ST
off-ramp
BANFIELD FRWY
off-ramp
ALO
ST
NE MULTNOMAH ST
I 205
NE HOLLADAY ST
NE
87TH AVE
91ST AVE
92ND AVE
93RD AVE
94TH AVE
95TH AVE
96TH AVE
97TH AVE
NE OREGON ST
IRVING ST
NE IRVING ST
NE
NE
TH AVE
GREENHOUSE

Multiple Weave Section
EB Banfield Frwy

1-6-75


VE
CTURE Variable
M U L
2 lane on-ramp tapering to 1 lane
Conn to H
FAI
250'
H-N
400' Sp
26'
3°C
800' Sp.
26'
G-W
400' Sp.
N-W
30'
340'x60'
4°C LEFT TURN REFUGE
I 205
0°30'C
STRUCTURE 2106'± x Variable
26'
3°C
S-H
40'
N-W
7°C
1000' Sp.
E-S
30'
E-G
250' Sp.
26'
H-G
4°C
40'
TUNNEL 170'± x Variable
7°30'C
L=250'
30'
1400' Sp
14°C
BANFIELD FRWY
H-SS 106 St.
91st Ave.

9574 3-21-63 5

Recorded 3-22-63
J.K.N.

PIPE LINE PERMIT NO. 5[illegible]

57B
160
JIH:mg

OREGON STATE HIGHWAY COMMISSION
APPLICATION AND PERMIT TO CONSTRUCT A PIPE LINE UPON A STATE HIGHWAY

Foremost Dairies, Inc., Applicant, of **8440 N. E. Halsey Street, Portland**, Oregon, under the provisions of ORS 374.305 and 374.325, hereby makes application to the Oregon State Highway Commission for permission to construct, operate, and maintain pipe line facilities for the transmission of **sewage** upon the right of way of the **Columbia River No. 2** Highway, **Multnomah** County, ~~between/at/near~~ **82nd Connection** and **-----**, Highway Ref. Map No. **6B-21-7**, as shown on the map or plans attached hereto and by this reference made a part hereof, said pipe line being further described as follows:

PIPE LINE TO BE CONSTRUCTED LONGITUDINALLY TO SAID HIGHWAY BETWEEN:

Mile Post	to	Mile Post	Engr's Station	to	Engr's Station	Size, Kind of Pipe	Side of Highway	Distance From C/L	Distance From R/W Line

PIPE LINE TO BE CONSTRUCTED ACROSS SAID HIGHWAY AT:

Mile Post	Engineer's Station	Angle of Crossing	Size and Kind of Pipe
5.44	262+50	**- See Plans -**	**6" cast iron**

Crossing through existing utility duct of the 82nd Street Viaduct only.

RECEIVED
JAN 18 1984
RR & UTILITY UNIT

In consideration of the benefits accruing to the applicant by reason of this permit the applicant hereby agrees to comply with all the terms, conditions and provisions set forth herein governing the location, construction, operation and maintenance of the said pipe line.

Date ______________________ Applicant **Foremost Dairies, Inc.**

By Raymond C. Marks **Architect**

By J. [illegible] District Manager

GENERAL PROVISIONS

1. THIS PERMIT IS NOT VALID UNTIL SUCH TIME WHEN A FULLY EXECUTED COPY IS FURNISHED THE APPLICANT, NOR SHALL ANY OF THE WORK DESCRIBED HEREIN BE PERFORMED PRIOR TO THAT TIME.

2. The word "Commission" as used herein shall mean the Oregon State Highway Commission.

3. The word "Engineer" as used herein shall mean the State Highway Engineer or his duly authorized representative.

4. The words "pipe line" as used herein shall mean any and all pipe line or lines or other facilities authorized by this permit.

5. The installation, construction and maintenance of the said pipe line is subject to the paramount control of the legislature over the said highway, and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in acting under this permit does so knowing that the rights and privileges granted herein may at any time be defeated or abrogated by legislative act.

6. If at any time, in the opinion of the Commission, or Engineer, the presence of the said pipe line is detrimental to the public use and interest in the said highway or to the proper repair, maintenance, or reconstruction of same, or if in order to better serve the public with an improved highway it becomes necessary to reconstruct, widen, improve or relocate the said highway across or along the right of way on which the applicant has located a pipe line pursuant to this permit, and it becomes necessary in order to accomplish any of the above-mentioned purposes for the said pipe line to be removed or relocated, the Engineer shall give written notice to the applicant to remove or relocate the said pipe line.

7. The applicant shall, upon receiving the said written notice to remove or relocate the said pipe line, within ten (10) days, make arrangements for the prompt removal or relocation of the said pipe line, at his sole cost, in accordance with the said written notice and instructions received from the Engineer, and the applicant shall, before commencing any work to remove or relocate the said pipe line, furnish such insurance and post such bond as the Engineer may consider necessary at that time, under the provisions of Paragraph 13 and 14.

8. The applicant agrees that, in the event that he fails, for any reason, to remove or relocate the said pipe line in compliance with the said written notice and instructions from the Engineer, that the Engineer or his duly authorized representative may turn off any gas or liquid that is being conveyed by the said pipe line and may remove or relocate the said pipe line to the new location designated by the Engineer. The applicant further agrees that, upon the completion of the said removing or relocating of the said line by the Engineer, and upon receiving a statement from the Engineer as to the cost of removing or relocating of the said pipe line, he will immediately, or within a period of time to be agreed upon between the applicant and the Engineer, pay to the Commission the full amount of said removing or relocating costs that have been incurred by the Commission. The applicant further agrees that, in the event that he fails, as provided in this paragraph, to pay the said costs incurred by the Commission for the removing or relocating of the said pipe line, covered by this permit, and it becomes necessary for the Commission to commence an action or proceeding in a court of competent jurisdiction to recover the said removing or relocating costs that the Commission shall be entitled to recover in addition to the statutory court costs and disbursements, such additional sum as the court may adjudge reasonable for attorneys' fees to be allowed in such action or proceeding.

9. It is further understood and agreed that, in the event it becomes necessary for the Engineer to turn off the gas or liquids conveyed in said pipe line in order to remove or relocate the said pipe line covered by this permit, as set forth in Paragraph 7 hereof, that neither the State, the State Highway Commission, its Engineer or any of its officers, agents, or employees, shall be liable either personally or officially for any damage or injury sustained thereby, either to the applicant, consumers or patrons, or persons to whom the applicant owes a responsibility or liability, and that the applicant will indemnify and hold harmless the State, the Commission, and its Engineers, officers, employees, and agents, from any such claims for damages or liability.

10. If, for any reason, it becomes necessary in the judgment of the Commission or its Engineer to disconnect the said pipe line or any section thereof for the purpose of repairing the said highway, or any work or improvement thereon, or if the said highway is being damaged or injured by reason of the presence of the said pipe line or the seepage of gas or any liquid therefrom, the Engineer may give the applicant ten (10) days written notice to turn off the gas or liquid, and should the said applicant fail and neglect to do so, then the Engineer may turn off the gas or liquid and disconnect the said pipe line, and by so doing neither the State, the Commission, its Engineer or other officer, agent or employee shall be liable either personally or officially for any damage or injury sustained thereby, either by the said applicant, consumers, patrons, or persons to whom the applicant owes a responsibility or liability.

11. It is understood and agreed that the Commission, its Engineer, officers, agents or employees shall not be held responsible or liable for injury or damage that may occur to the said pipe line or any connection or connections thereto by reason of any construction or maintenance operations that may be carried on by or under the direction of either the said Commission or any duly authorized representative of the said Commission, or by any person constructing or installing, maintaining, repairing, operating, or using any facility pursuant to a permit or permit agreement either heretofore or hereafter issued by the Commission or Engineer.

12. The applicant shall indemnify and hold harmless the State, the State Highway Commission, the members thereof, and all officers, employees or agents of the State or the State Highway Commission, against any and all damages, claims, demands, actions, causes of action, costs and expenses of whatsoever nature which may result from any injury to or the death of any persons, or from the loss of, or damage to, property of any kind or nature, including the highway and highway facilities or structures, property or equipment used or owned by the State or the State Highway Department, and facilities such as wires, lines, poles or pipe lines, which now or may hereafter occupy the right of way of the said highway, when such injury, death, loss or damage is due to the existence of the said pipe line, or to the construction, installation, maintenance, repair, removal, relocation, operation or use thereof, or to the contents therein or therefrom.

13. The applicant or his contractor shall obtain and carry, for the period of time required for the complete installation of the said pipe line, including the repair and restoration of the highway facilities, and also during such periods of time when future maintenance may be performed upon the said pipe line, a liability and property damage insurance policy or policies providing for coverage against any claim, demand, suit, or action for property damage, personal injury, or death resulting from any activities of the applicant, his officers, employees, agents or contractors in connection with the construction or installation of the said pipe line and the repair and restoration of the highway facilities, and the said policy or policies, in addition, shall include as named insureds the State of Oregon, the Commission and members thereof, its officers, agents and employees, except as to claims against the applicant, for personal injury to any members of the Commission or its officers, agents, and employees, or damage to any of its or their property. The said insurance shall provide coverage in the following amounts: $50,000 for property damage resulting from any single occurrence, and $100,000 for the death or injury of any person, subject to a limit of $200,000 for injuries or deaths resulting from any single occurrence. The said insurance policy or policies shall be in an insurance company duly authorized and licensed to do business in the State of Oregon. A copy of the policy or policies, or a certificate evidencing same, shall be submitted to the Director of Permits, Oregon State Highway Department, Salem, Oregon, and approved by him before any work is commenced under this permit.

14. To assure compliance with the terms, conditions and obligations of this permit, the applicant or his contractor shall furnish for the period of time required for the complete installation of the said pipe line, including the repair and restoration of the highway facilities, and also, during such periods of time when future maintenance may be performed upon the said pipe line, a bond or cash deposit in the amount of $ **1,000**. If a bond is furnished, it must be written by a surety company duly qualified and licensed to do business in the State of Oregon and in a form satisfactory to the Engineer. No work shall be commenced under this permit until the said bond has been submitted to and approved by, or the said cash deposit has been received by the Director of Permits, Oregon State Highway Department, Salem, Oregon.

15. It is hereby agreed that, to insure compliance with the terms and conditions of this permit, the State reserves the right to place an inspector on the job during such periods as the Engineer deems necessary, to inspect and check the compliance with the terms of this permit by the applicant or its agents, and require the applicant to correct all deviations from those terms and conditions. In the

event said inspector is used, the State will bill the applicant for the actual expense of keeping the said inspector on the job during such periods as are deemed necessary by the Engineer, and the applicant shall pay such billings within ten (10) days of the submission of the said bill. It is expressly understood that the presence of the said inspector on the job during the construction of the said pipe line does not relieve the applicant of responsibility for repair of any defects to the State Highway facility caused by the said pipe line construction which may show up after the completion of the construction.

16. The applicant shall submit with his application prints of a satisfactory map or plan showing in complete detail the location of his proposed facility as described herein. Four prints of the map or plan are normally required. One additional print is necessary if the section of highway involved is located within the boundaries of a National Forest; two additional prints are necessary if the highway is designated as an Interstate Route.

17. The applicant shall employ any and all methods in the construction of the said pipe line which the Engineer may require in order to properly protect the highway from damage both during the construction of the said pipe line and subsequent to its completion.

18. Any supervision or control exercised by the Engineer shall in no way relieve the applicant from any duty or responsibility to the general public nor shall such supervision or control relieve the said applicant from any liability for loss, damage, or injury to persons or property sustained by reason of the installation, maintenance, or repair of the said pipe line, or in the removal or relocation thereof as hereinafter provided, nor of the applicant's liability for any damage to the said highway.

19. The entire cost of installing the said pipe line, including the cost of materials, trenching, laying, backfilling, supervising and inspecting, and any other expense whatsoever incident thereto, is to be paid by the said applicant. The applicant shall, in addition, reimburse the Commission for any and all expenses that they may incur in connection with the said installation. The reimbursement to the Commission shall be made by the said applicant within ten (10) days after receiving a statement therefor from the Engineer.

20. The applicant shall so conduct his operations that there will be no interference with or interruption of traffic upon and along the highway unless and until such time a plan for the satisfactory handling of the traffic at the place concerned has been worked out and approved by **E. E. Johnston** District Maintenance Superintendent located at **5821 N. E. Glisan St., Portland**, Oregon.

21. Closure of intersecting streets, road approaches or other access points will not be permitted. Upon trenching across such facilities, the applicant shall utilize steel running plates, planks or other satisfactory methods for traffic entering or leaving the said highway or adjacent properties.

22. During the installation or construction of the said pipe line, and during any future repair, removal or relocation of the said pipe line, the applicant shall at all times maintain such flagmen, signs, lights, flares, barricades and other safety devices as the Engineer may deem necessary to properly protect traffic

upon the said highway, and to warn and safeguard the public against injury or damage resulting from the operations of the said applicant. The applicant shall maintain watchmen to maintain such facilities during non-work hours, and the Engineer, if so requests, shall be furnished the telephone numbers and/or addresses of such watchmen.

23. Trenching or tunneling nearer than ten (10) feet from either edge of the surfaced portion of the highway or cutting and digging up of the paved or macadamized portion of the highway will not be permitted, unless special permission is first obtained from the Engineer.

24. Where the said pipe line crosses under the surfaced portion of the highway, the said pipe line shall either be driven or placed in a hole bored under the surfacing for that purpose, the diameter of which hole shall not exceed the outside diameter of the pipe to be placed therein, unless special permission is obtained from the Engineer to cut the improved portion.

25. No trench shall be excavated with a top width in excess of eighteen (18) inches more than the outside diameter of the pipe to be installed, unless special permission is first obtained from the Engineer.

26. At no point shall the top of the pipe line be less than **See Special Provisions** (   ) inches below the grade of the highway or beneath the surface of the ground at that point, if the ground be lower than the grade of the highway.

27. The backfilling of all trenches and tunnels must be accomplished immediately after the pipe line has been placed therein and must be well tamped and fully compacted so as to allow the least possible amount of subsequent settlement. All debris, refuse and waste of all kinds which may have accumulated upon the highway right of way by reason of the operations of the applicant must be removed immediately upon completion of the said operations, and the said highway right of way must be restored to at least as good condition as it was prior to such operations. All work in connection with the said pipe line construction must be done in a neat and workmanlike manner and under the general supervision of the Engineer whose decision shall be final with respect to any of the conditions, terms, stipulations and provisions of this permit.

28. The said applicant shall at all times keep the said pipe line free from leaks and in good state of repair so that no damage or injury will be done to the said highway.

GENERAL PROVISIONS APPLICABLE WHEN SPECIAL PERMISSION IS GRANTED TO OPEN CUT HIGHWAY SURFACE OR WHEN PIPE LINE IS LOCATED WITHIN THE ROADBED SECTION.

29. The trench edges in paved areas shall be sawed or cut to neat lines by methods satisfactory to the Engineer before starting to break the pavement slab.

30. In trenching across the highway only one-half (1/2) of the paved surface is to be opened up at one time, and that portion of the said pipe installed and completely backfilled before the remaining portion is installed.

31. Immediately after the pipe has been placed the trench shall be backfilled by
a. ( ) replacing the excavated materials
b. ( ) placing imported granular materials of a type and quality satisfactory to the Engineer

in layers, each of which shall not exceed six (6) inches in depth and each of said layers shall be thoroughly compacted by mechanical tamping before additional layers are placed. The top .... ( ) inches of backfill shall be composed of crushed rock or gravel material of a quality and such sizes as the Engineer may designate.

32. The paved surface shall be patched with asphaltic concrete mix conforming to State Highway Standard Specifications and placed in a manner satisfactory to the Engineer in all respects.

33. For a period of one year following the patching of the paved surface, the applicant shall be responsible for the condition of said pavement patches, and during that time shall, upon request from the Engineer, repair to the Engineer's satisfaction any of said patches which become settled, cracked, broken or otherwise failed.

SPECIAL PROVISIONS

34. It is expressly provided by this permit that the applicant shall not have or gain direct access, either ingress or egress, to any of the said pipe line locations herein described from the main traveled way of the said highway or its on-off ramps, and that access to said pipe line from the main traveled way or on-off ramps of said highway is absolutely prohibited, either by vehicle or foot.

35. a. (XX) The pipe line is not located within the boundaries of a National Forest.
b. ( ) The pipe line, or a portion thereof, is located within the boundaries of the .... National Forest and, considering that the State of Oregon does not generally have any further rights across National Forest land than an easement for highway purposes, this permit extends only to such rights as the State of Oregon has acquired and may therefore properly give. For National Forest lands where the utility constitutes a servitude on the property of the United States in addition to the rights of the State of Oregon, a permit from the Forest Service must be obtained before occupancy of the highway right of way may begin. A copy of this permit is being furnished the Regional Forester, Box 4137, Portland 8, Oregon, as all or a portion of the rights of way it covers is within the exterior boundaries of a National Forest. Unless the applicant has conclusive evidence that the rights of the United States in any National Forest land crossed by the highway right of way will not be invaded by the utility covered by this permit, application for a permit should be made to the Supervisor of the National Forest in which the utility is to be located.

36. Paragraphs 25, 26, 27, 29, 30, 31, 32, 33 of the foregoing do not apply to this permit.

37. **The pipe shall be threaded through an existing utility duct constructed under the sidewalk of the structure carrying the Cascade Highway traffic over the Columbia River Highway and railway company tracks. Utility holes may be enlarged to a diameter satisfactory for accommodating said sewer pipe. Where concrete of the structure is cut, the cut shall be patched with Oregon State Highway Department specification Class "A" concrete.**

SPECIAL PROVISIONS - Cont.

38. **Permittee shall comply with conditions required by the City of Portland as set forth in a letter from L. H. Rosenthal dated February 21, 1963 and secure permission of the Portland School District No. 1 to use their manhole.**

39. **This permit does not in any way give the applicant permission to encroach on the Railroad right of way. Permission to do so should be secured from the Railroad official before work is commenced.**

This permit shall be in effect for a period of twenty-five (25) years from and after the date hereof, unless sooner revoked by mutual consent or by the State Highway Engineer, for the failure of the applicant to abide by the terms and conditions of this permit, or by operation of the law.

The application of **Foremost Dairies, Inc.** for a permit to locate, construct, maintain and operate said pipe line upon the right of way of said highway at the foregoing described location is approved, and a permit is hereby granted subject to and upon the foregoing terms, conditions, provisions and not otherwise.

Dated this March 21, 1963.

Recommended for Approval:

District Maintenance Superintendent

A E Johnson
Division Engineer

OREGON STATE HIGHWAY COMMISSION

By
Assistant State Highway Engineer

APPROVED
A. [illegible] Parsons, Division Engineer
By G. K. Brooks Date MAR 18 1963
G. K. Brooks
Dist. Engineer

RPH:mg
8-1-62

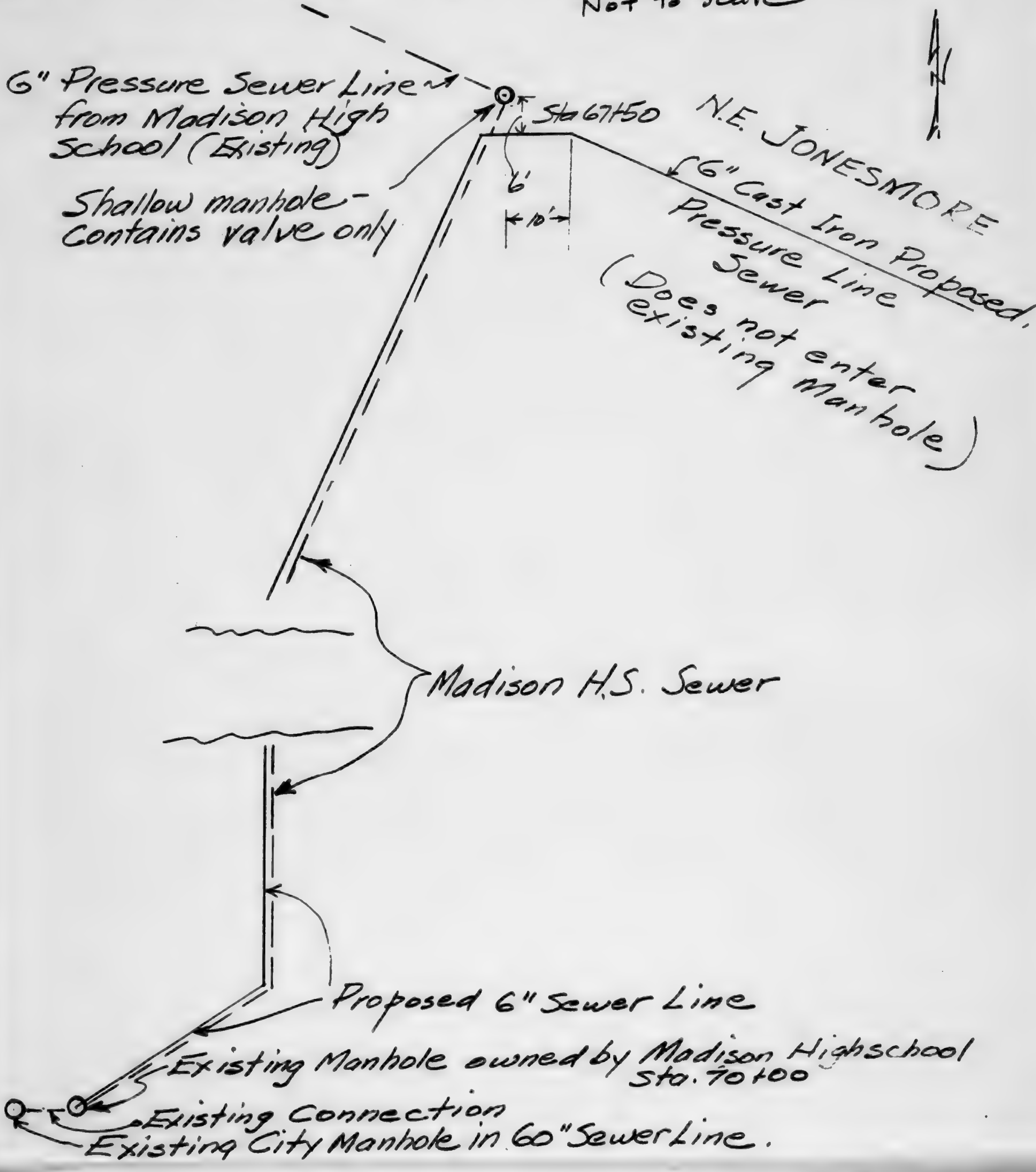
Sheet .... of .... Sheets

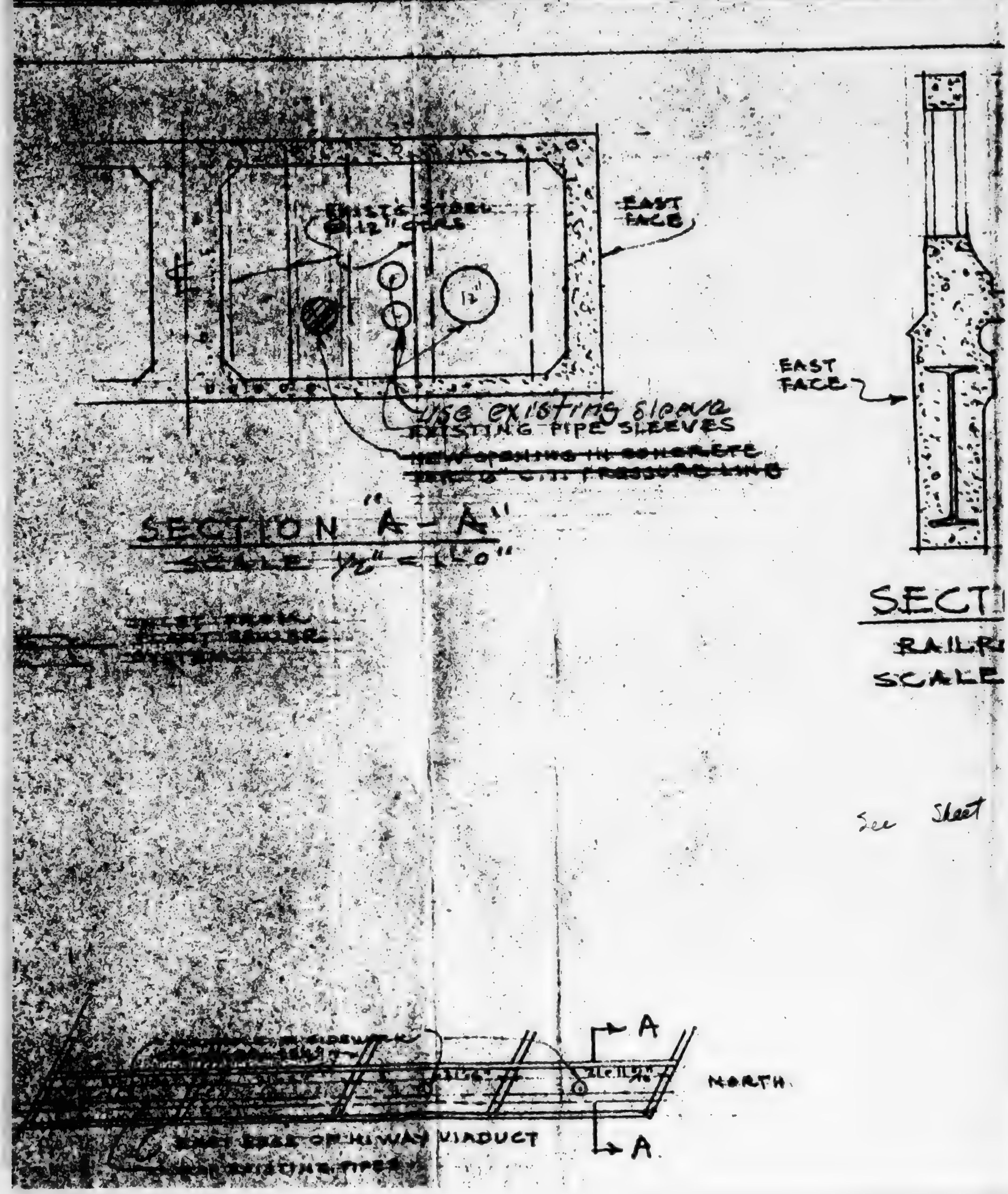
OREGON STATE HIGHWAY DEPARTMENT

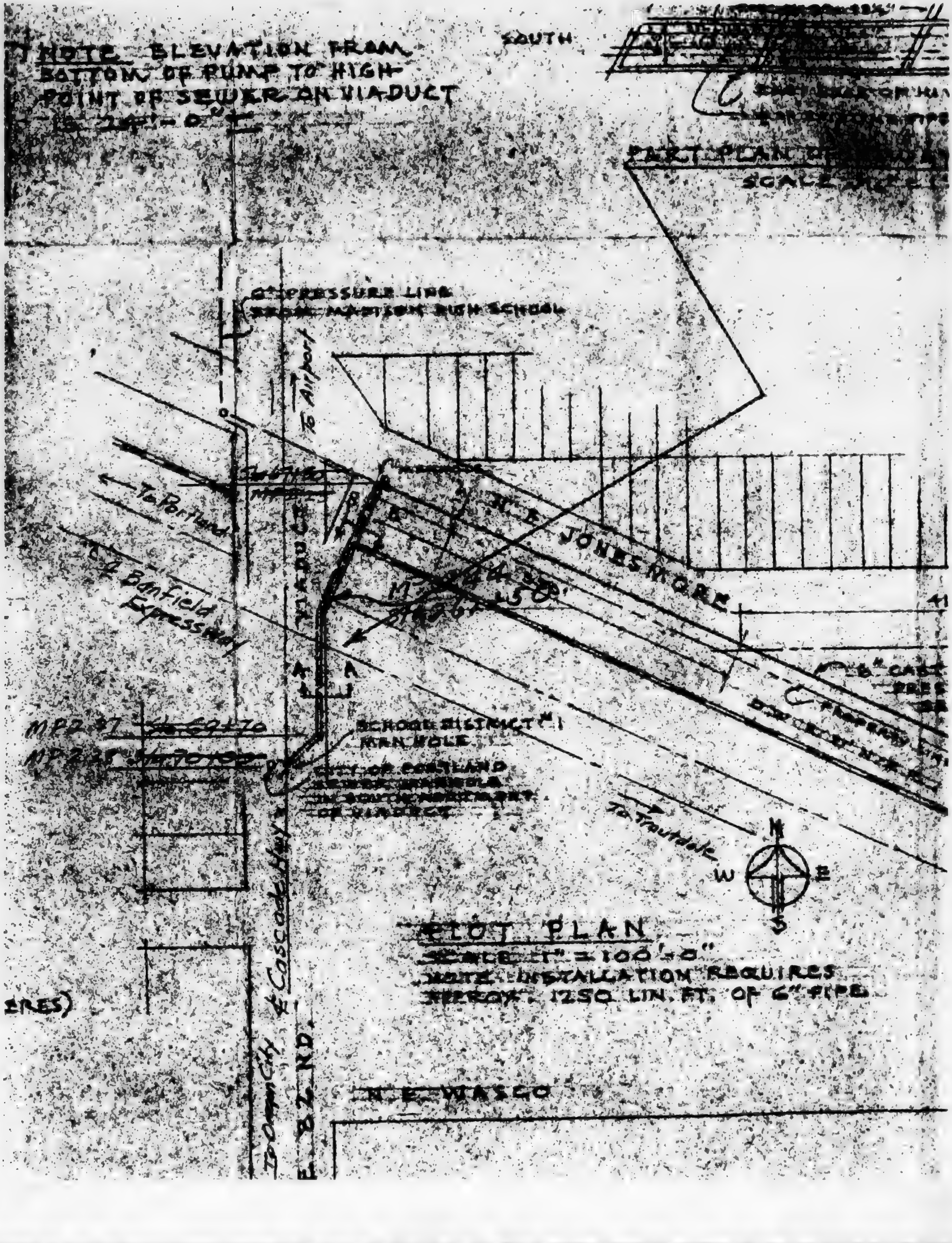
Calculations for DETAILS AT TURN FROM JONESMORE to STRUCTURE BRIDGE No. 7031

Made by ...., 19....... Checked by ...., 19....... Backchecked by ...., 19.......

Not to scale


6" Pressure Sewer Line from Madison High School (Existing)
Sta 67+50
N.E. JONESMORE
Shallow manhole - Contains valve only
6'
10'
6" Cast Iron Proposed. Pressure Line Sewer (Does not enter existing Manhole)
Madison H.S. Sewer
Proposed 6" Sewer Line
Existing Manhole owned by Madison Highschool Sta. 70+00
Existing Connection
Existing City Manhole in 60" Sewer Line.


EXIST'G STEEL
12" C.C.
EAST FACE
12"
use existing sleeve
EXISTING PIPE SLEEVES
~~NEW OPENING IN CONCRETE~~
~~FOR 6" C.I. PRESSURE LINE~~
SECTION "A-A"
SCALE 1/2" = 1'-0"
EAST FACE
SECT
RAILR
SCALE
See Sheet
A
A
NORTH
EDGE OF HI-WAY VIADUCT
EXISTING PIPES


NOTE: ELEVATION FROM BOTTOM OF PUMP TO HIGH POINT OF SEWER ON VIADUCT IS 24'-0"
SOUTH
PART PLAN
SCALE
6" PRESSURE LINE FROM MADISON HIGH SCHOOL
To Airport
To Portland
℄ Banfield Expressway
N.E. JONES MORE
VIADUCT
A
A
M
50'
6" CAST
℄ PROPERTY
MP2.27
MP2.25
SCHOOL DISTRICT #1 MAN HOLE
CITY OF PORTLAND MANHOLE IN SOUTH ABUTMENT OF VIADUCT
To Troutdale
N
W
E
S
ERES)
To Orm City ℄ Cascade Hwy
N.E. 82 ND.
N.E. WASCO

PLOT PLAN
SCALE 1" = 100'-0"
NOTE: INSTALLATION REQUIRES APPROX. 1250 LIN. FT. OF 6" PIPE

1983 Corvallis/Newport Hwy. 9595
at 13th St. in Philomath.
(Traffic Signal Installation)

9595

nig cc: OSHD (Coulter)

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	**REPORT NUMBER** 2	**COUNTY** Benton 5-10-84	**DIVISION** Oregon
DATE OF REPORT 5-10-84		**REPORT MADE BY** William H. Kappus, Area Engineer	**PROJECT NO.** F-21-1(4)
COMPLETION DATE 9-10-83	**ACCEPTANCE DATE BY CONTRACT AGENCY** 11-4-83	**TIME ELAPSED** 100 %	**CONTRACT TIME** 90 CD
APPROVED EXTENSIONS None	**LOCATION** See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORVALLIS/NEWPORT HIGHWAY @ 13th STREET (PHILOMATH)
CORVALLIS - NEWPORT HIGHWAY
Traffic Signal

This project provided for the installation of a traffic signal at the intersection of 13th Street and the Corvallis/Newport Highway in Philomath, Oregon.

The total project cost underran the original authorization by approximately 3 percent. There were no contract claims.

A final inspection of the completed project was made on October 5, 1983.

---WHK---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 16 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Og
5/17

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		**SIGNATURE** Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	**DATE** 5-10-84	**TITLE** Field Operations Engineer	**DATE** 5/14/84

FORM FHWA 1446B
(Rev 12-70)

10:15

5

November 10, 1983

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

CON 5
#9595

Gentlemen or Ladies:

On November 8, 1983, we wrote to you concerning release of final payment on Contract No. 9595 awarded to Linnco Electric Co., for traffic signal installation on the Corvallis-Newport Highway at 13th Street in Philomath, Benton County.

Final payment on this contract is $1,000 and the total contract amount is $44,380.65. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S.W. Beaverton-Hillsdale Highway
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9595

5

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Corvallis-Newport Hwy @ 13th St.(Philomath)	WEEK ENDING Oct 15 1983	
	SECTION PREFIX 2-1008	
HIGHWAY Corvallis-Newport	COUNTY Benton	
NAME OF JOB Corvallis-Newport Hwy @ 13th St.(Philomath)	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Linnco Electric Co.	CONTRACT NUMBER 9595	FEDERAL AID PROJECT NUMBER F-21-1(4)
DATE OF CONTRACT March 1, 1983	DATE WORK STARTED 6/13/83	ESTIMATED COMPLETION DATE ~~10/1/83~~
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 56,505.93	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 51,570.91	ENGINEERING AUTHORIZATION $ 4,935.02	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~51,500~~ 49,000	ENGINEERING COST TO DATE $ 4,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 5 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: 9/10/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~[illegible]~~ PAVE.	MAT'L. PROD.	signals	
		100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	115 cy	175 ton			55 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	113	187			55
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: pkup____, flat bed truck____, auger truck____, boom truck____, ladder truck____.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 17 1983
CONSTRUCTION SECTION

___ CE K
___ CAE
___ FOE
___ QCS
___ SCS
___ EEO
___ OM
___ CA
___ LC
___ TC
___ FE
___ CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Oct. 10, 1983	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region Office on Oct. 10th

Third notice effective Oct. 7th.

PROJECT COMPLETED

FINAL REPORT

Visitors to project:

Next Week:

SIGNED Kenneth D. Karnosh LOCATION Albany

Kenneth D Karnosh, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Benton Project No. F-21-1(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Corvallis/Newport Hwy. @ 13th St. (Philomath)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 56,505.00	FEDERAL FUNDS $ 49,809.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAR 10 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 21, 1983

Federal-Aid Project
No. F-21-1(4)

Corvallis/Newport Hwy. @ 13th St. (Philomath) Sec.
Corvallis/Newport Hwy. in Benton County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal

Mobilization		All Required	$ 1,000.00
Temporary Protection and Direction of Traffic		All Required	200.00
Temporary Signs	173 Sq. Ft.	5.00	865.00
Temporary Barricades	6 Each	20.00	120.00
Flagmen	40 Hour	15.00	600.00
General Excavation	115 Cu. Yd.	8.13	934.95
Aggregate Base	175 Ton	11.55	2,021.28
Class "B" or "C" Asphalt Concrete	55 Ton	48.85	2,686.75
Sidewalk Ramps	4 Each	200.80	803.20
Traffic Signal Complete		All Required	34,994.00
			44,225.15

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,200.00
Remove Pavement Striping (Existing & Perm)	All Required	500.00
State Furnished Software	All Required	500.00
Signal Controller Testing & Turn-On	All Required	1,925.00
		$ 5,925.00
	Subtotal	49,350.15
	Engineering	7,154.85
	Total	$ 56,505.00

Length of Project --------------- 0.00 miles

Federal Funds (88.15%) ---------- $ 49,809
State Funds ---------------------- 6,696
Total 56,505

Group 1: 91% Group 8: 9%
Contract No.: 9595
Prefix: 002-1461(PE Only)
Prefix: 002-1008 (Const.)

HIGHWAY DIVISION - ODOT LOC 3

FILES February 23, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 24, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1983 on the following projects:

1. Corvallis/Newport Highway @ 13th Street (Philomath)
   Benton County
   Traffic Signals

   Pedestrian signals and sidewalks are being installed for pedestrian and bicycle use.

2. Pacific Highway West @ Main Street (Tigard)
   Washington County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Oregon City-New Era (M.P. 13.18-13.38 & M.P. 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection

   Same as No. 2.

4. Rainier Slide
   Columbia River Highway
   Grading and Paving

   Slide correction. Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Umpqua River Bridge (Reedsport)
   Oregon Coast Highway, Douglas County
   Painting

   Same as No. 2.

6. 4th Street-10th Street (Medford)
   Columbus Avenue, Jackson County
   Base and Paving

   Multi-lane construction with four-foot bike lanes and five-foot sidewalks.

7. Thornton Creek Section
   Corvallis-Newport Highway, Lincoln County
   Grading and Paving

   Bridge to be replaced by structural plate pipe. Road work only in conjunction with above work. Twelve-foot lanes with four-foot shoulders.

   Same as No. 4.

8. Sunset Highway-Leahy Road
   SW Barnes Road, Washington County
   Grading, Paving and Signals

   Multi-lane construction. Four-foot bike lanes, five-foot sidewalk and pedestrian signals will be established on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
D. A. Ridings
George Bell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-1(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30043

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Corvallis/Newport Highway at 13th Street (Philomath)

11. GENERAL DESCRIPTION OF WORK
Traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Remove Pavement Striping S.F.	$ 500
Permanent Pavement Striping S.F.	$2,200
State Furnished Software	$ 500
Signal Controller Testing & Turn On	$1,925

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/31/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $64,713 Federal Funds $57,044.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO
FOR
Info Invas R/D D/R Sign Act File

Orig w/att. to
2/15

14. DATE 2/2/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	**8. FEDERAL ROUTE NUMBER**	**9. STATE ROUTE NUMBER**
1/17/83	Various	City Streets

10. GENERAL LOCATION:
Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested by Mr. Swan's letter of 1/10/83 I approve the program change as follows:

1) Project Number: Change to read "M-IXG-000C(19)".
2) Appn. Code: Add "580".
3) Class of Federal Funds: Change to read "---- & Inter-State Transfer Grants".

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
1/24

14. DATE	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE**
1/17/83	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-15

B

December 13, 1982

City of Philomath
City Hall
Philomath, OR 97370

AGR 4-1

Attention: Margaret J. Nyman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2254

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Traffic Signal Agreement for US 20 at 13th Street on the Corvallis-Newport Highway, No. 33. Benton Co

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

1983 Pacific Hwy. W. at Main 9596
St. in Tigard.
(Traffic Signal Installation)

January 23, 1984

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

CON 5
#9596

Gentlemen or Ladies:

Contract No. 9596 awarded to M & J Electric, Inc. dba Marine and Industrial Electric for traffic signals on Pacific Highway West at Main Street in Tigard in Washington County was completed on December 2, 1983, and accepted by the State Highway Division on January 18, 1984.

Final payment in the amount of $500 will be released to the contractor after January 30, 1984. The total contract amount is $19,703.24, and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: M & J Electric, Inc. dba
Marine and Industrial Electric
PO Box 4529
Portland, OR 97208

Fidelity & Deposit Co. of Maryland
PO Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

751

FORM 734-3001

OREGON STATE HIGHWAY DIVIS..N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Highway We.. @ Main Street (Tigard)

WEEK ENDING: December 3, 1983

SECTION PREFIX: 234-8226

HIGHWAY: Pacific Highway West

COUNTY: Washington

NAME OF JOB: Pac Hwy West @ Main St(Tigard)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Marine Industrial Electric

CONTRACT NUMBER: 9596

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 30, 1983

DATE WORK STARTED: June 29, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 90

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 26,123.19

EXCLUSIVE OF ENGINEERING: $ 23,841.69

ENGINEERING AUTHORIZATION: $ 2,281.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,815.01

ENGINEERING COST TO DATE: $ 4,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT: XXXXX UNDERRUN 4.3 %

PERCENT OF AUTHORIZATION: 175 %

DATE PROJECT WAS COMPLETED: August 31, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Pole Bases	Conduit	Poles	Wiring	Cntlr	Detector Loops		
PERCENT	100	100	100	100	100	100		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27	Showers	0		
MONDAY	28	Showers	0		
TUESDAY	29	Showers	0		
WEDNESDAY	30	Cloudy	0		
THURSDAY	1	Partly Cloudy	0		
FRIDAY	2	Showers	0		
SATURDAY	3		0		

CE K
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DEC 5 1983
CONSTRUCTION SECTION
OM
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov 27 SUNDAY	No Activity
Nov 28 MONDAY	No Activity
Nov 29 TUESDAY	No Activity
Nov 30 WEDNESDAY	No Activity
Dec 1 THURSDAY	No Activity
Dec 2 FRIDAY	No Activity
Dec 3 SATURDAY	No Activity

REMARKS

PROJECT STATUS: Traffic Singals activated on 8-25-83. Work items completed. Final Inspection held, Submitted Semi-Final Estimate.

ANTICIPATED NEXT WEEK: Send in 3rd Notification.

SIGNED Jerry C Street LOCATION Portland, Oregon
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

February 25, 1983

Frank A. Currie, City Engineer
City of Tigard
P.O. Box 23397
Tigard, Oregon 97223

Dear Mr. Currie:

On February 24, we received a satisfactory bid from M & J Electric, Inc., dba Marine and Industrial Electric, P.O. Box 4529, Portland, Oregon 97208 for the traffic signal installation on the Pacific Highway West at Main Street in Tigard.

And, according to our Construction-Finance Agreement No. 7734, the City should now submit a advance deposit for the anticipated project cost:

Contractor's Bid		$19,715.00
Anticipated Additional Items:		
Permanent Sighning	$ 200.00	
Permanent Pavement Striping	2,300.00	
Amplifier Testing	100.00	
Signal Turn-on	500.00	$ 3,100.00
SUBTOTAL		$22,815.00
Contingencies (4 1/2%)		1,026.68
Engineering (10%)		2,281.50
Estimated Construction Cost		$26,123.18

ADVANCE DEPOSIT: $26,125

We will award the contract when we receive your advance deposit in the amount of $26,125, which should arrive not later than March 18, 1983. You may use one of the three options for payment described in the attachment.

check rec'd
$26,125
3-30-83

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Acting Program Section Manager

KEH:pf
Attachment
bcc w/AD #83-09: Jon Rose, Metro Region
Vern Skoog - Please RETURN completed AD #83-09 when advance deposit is received.

9546

PACIFIC HIGHWAY WEST AT MAIN ST. (TIGARD)

PACIFIC HIGHWAY WEST

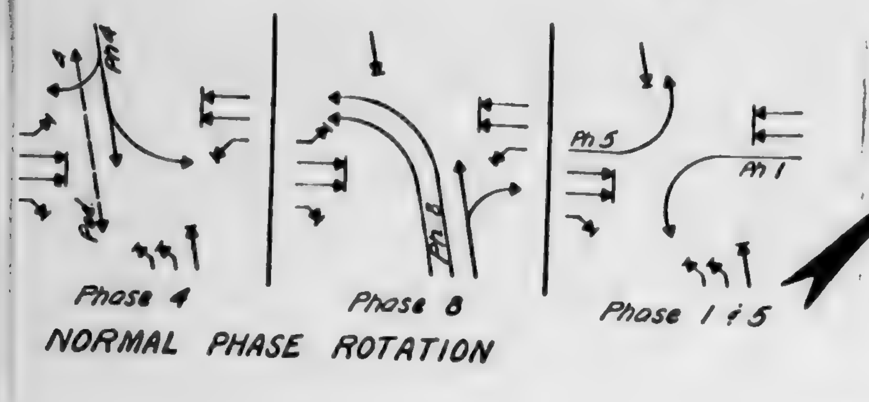
WASHINGTON COUNTY

State Traffic Signal Installation		Bids Received February 24, 1983 Completion Time: 90 Calendar Days		

1.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,001.00
2.	Temporary Signs	Sq.Ft.	174	$ 6.00	1,044.00
3.	Flagmen	Hour	30	23.50	705.00
	TRAFFIC SIGNALS				
4.	Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	22,805.00
			For Comparison of Bids		$25,555.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$25,555.00
Anticipated Additional Items:		
Permanent Signing	$ 200.00	
Permanent Pavement Striping	2,300.00	
Amplifier Testing	100.00	
Signal Turn-on	500.00	
		3,100.00
		$28,655.00
Contingencies (4-1/2%)		1,289.48
Engineering (10%)		2,865.50
Estimated Net Authorization, Construction		$32,809.98


Ph 8
Ph 5
Ph 1
Ph 8
Phase 4
Phase 8
Phase 1 & 5

NORMAL PHASE ROTATION

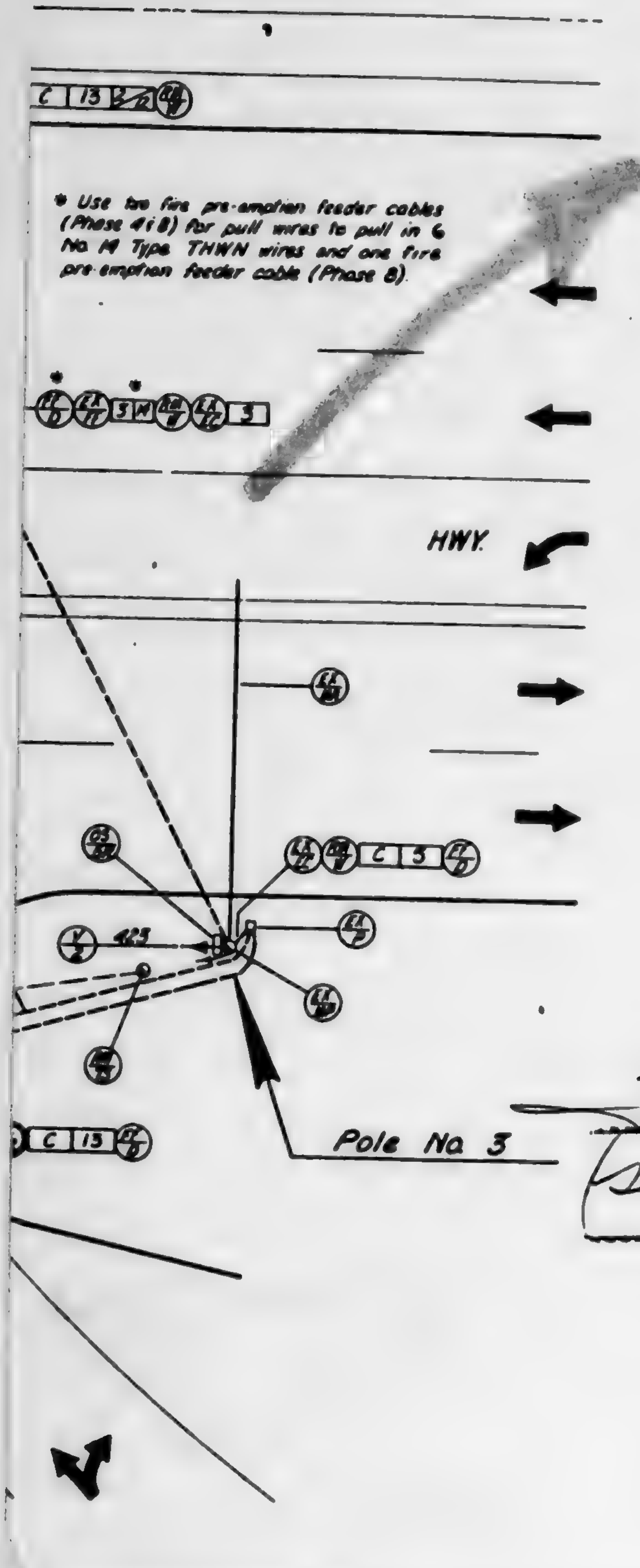
SIGNAL PLAN
PACIFIC HWY. W. AT MAIN ST.

SCALE 0 10 20 40 FEET

LEGEND

- Existing controller (Maintain and protect)
- Existing electrical conduit (Maintain and protect)
- Existing fire pre-emption feeder cable (phase 2) (Maintain and protect)
- Existing mast arm pole (Maintain and protect)
- Existing mast arm (Maintain
- Existing
- rotect)
- sign
- ated right arrow "ONLY" sign
- tall terminal cabinet
- C Install one No. 6 Type THWN wire (Signal system common)
- N Install (N) No. 14 Type THWN wires
- N G Install (N) No. 14 Type THWN wires for detector pulse
- S Install (S) inch electrical conduit
- Reinstall Channel (Ch), (X)-way fire pre-emption detector unit
- Install Channel (Ch) fire pre-emption detector feeder cable

T =	Type shown	N =	Number of conductors shown
L =	Length shown	G =	AWG size shown
Ph =	Phase shown	S =	Size shown
X =	Number shown	Ch =	Channel shown
425 =	12" R, 8" Y, 8" G		


C 13
* Use two fire pre-emption feeder cables (Phase 4 & 8) for pull wires to pull in 6 No. 14 Type THWN wires and one fire pre-emption feeder cable (Phase 8).
3 N
3
HWY.
C 5
425
Pole No. 3
C 13

Date 12-20-82

From Metro JON ROSE

To BUZ SWAN

[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: The attached plans have been approved as noted by the City of Tigard. Please distribute as appropriate.

Jon Rose

Frank H Currie

CITY APPROVAL

(see notes)

12 18 82

DATE

PRELIMINARY COPY

NOV 29 1982

SUBJECT TO MUTUAL REVIEW

APPROVED

TRAFFIC ENGINEER

11/29/82

DATE

DESIGNED BY JB

CHECKED BY

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. WEST AT MAIN ST. (TIGARD) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

October 1982

ACCOMPANIED BY DWGS 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35009, 35010, 8492

TE DWG NO 8498

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
DEC 21 1982
REFERRED TO
FOR
FILE: PM FA LG.

9596

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Signal Design Unit

TRAFFIC SIGNAL COST SUMMARY

Date ~~10-2-82~~ 11-26-82

Project: Pacific Hwy W at Main St (Tigard)

Highway:	99 W	Scheduled for Letting:	Jan, 83
County :	Washington	Type of Project	: Others
Prefix :	234-8201	Completion Time	: 150 Calendar Days

BID SCHEDULE

No.	Item	Unit	Quantity	
1.	Traffic Signal Installation, Complete	Lump Sum	All	$ ~~19,119~~ 22486
2.	Fire Preemption System, Complete	Lump Sum	All	$ 447
3.	Mobilization	Lump Sum	All	$ —
4.	Other			$ —
			Estimated Signal Contract Cost	$ ~~19,566~~ 22,933

ANTICIPATED ADDITIONAL ITEMS

Striping	$ 825	
Signing	$	
~~Controller~~ Amplifier Testing	$ 100	$ 1 425
Turn-On	500	

Engineering and Contingencies (14½)	$ ~~3044~~ 3532
ESTIMATED SIGNAL PROJECT COST	$ ~~24,035~~ 27890

COMMENTS:

Project funded 100% by City (Less 30%) → $19,523

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
NOV 30 1982
REFERRED TO________________
FOR ____________________
FILE: PM FA LG.

9596

October 7, 1982

City of Tigard
City Hall
Tigard, OR 97223

AGR 4

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2234

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to construct certain roadway improvements and install traffic signals on the Pacific Highway West at Main Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

751

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. MOEHRING
Project Management

DATE: September 22, 1982

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: MISC. CONTRACTS & AGREEMENTS
NO. 7734

Attached is Misc. Contracts & Agreements No. 7734, which is an agreement between the City of Tigard and the Highway Division for design and construction of a traffic signal in the city. All work is to be done at city expense and this agreement has been approved by city officials. Approval is recommended by this office and is forwarded to you for further handling. Also attached is City of Tigard Resolution No. 82-99 authorizing the mayor to approve this agreement.

ELH/cp
Attachments
cc Bill Geibel
Jim McClure --- This is at Main Street and 99W in Tigard and will require some PE work when the agreement is approved.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES [✓ ☐]
SHM ☐ MJK ☐ DNH ☐
SEP 23 1982
REFERRED TO____________________
FOR ____________________
FILE: PM FA LG.

Contains Recycled Materials

1983 Oregon City-New Era Sec. 9597
of Pacific Hwy. E. in Oregon City.
(Rock Screen Slope Protec. & Pav.)

9577

1

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

1) On March 30, 1983, approved a personal service contract with Coldwell Banker Commercial Real Estate Company for a leasing agent for the retail space in the Justice Center in Portland. Contract amount: 5% of aggregate base rent. Starting date: April 5, 1983. Ending date: At State's option. I authorized the State Highway Engineer to sign the contract.

2) On April 1, 1983, approved a supplemental agreement with University of Oregon Health Sciences Center and the Department of Transportation for retesting the hearing of approximately 250 employees. The termination date is extended from April 1, 1983, to June 30, 1983, and the cost of compensation is increased from $10,000 to $14,000. I authorized the Director to sign the supplemental.

3) On April 4, 1983, approved staff's recommendation that Contract No. 9597 awarded to Apex Fence Co., Inc., for the rock screen slope protection and paving on the Oregon City-New Era Section, Pacific Highway East, Clackamas County, not be executed and proposal guaranty returned to contractor. (Patent error had been made in preparation of bid and fencing material specified is not generally available on the market at a reasonable price.)

Dated this 14 day of April, 1983

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 4/8/83

[illegible]

April 13, 1983

Insurance Associates of Redding
P. O. Box 2337
Redding, CA 96099

CON 5
#9597

Gentlemen or Ladies:

Attached is a Certificate of Insurance covering Apex Fence Company, Inc., on Contract No. 9597 for work on the Oregon City-New Era Section of the Pacific Highway East in Clackamas County.

We are returning this certificate to you since the contract was not executed because of a patent error made by Apex Fence Company in the preparation of their bid. The project will be bid again at a later date.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Attachments

cc: Apex Fence Company, Inc.
P. O. Box 545
Anderson, CA 96007

April 7, 1983

CON

Mr. Arthur Dorris
Apex Fence Co., Inc.
P. O. Box 545
Anderson, CA 96007

Rock Screen Slope Protection & Paving
Oregon City-New Era Section
Pacific Highway East
Contract No. 9597

This will confirm our conversation of Tuesday, March 29, 1983, in my office, regarding the subject project.

It was apparent from this discussion that a patent error had been made in the preparation of your bid for the project. This was confirmed by our Chief Counsel, Jack Sollis.

It was also apparent that the fencing material specified is not generally available on the market at a reasonable price. This fact is cause for the Division to reconsider the award of the contract.

For the foregoing reasons, I advised you that I would recommend that the contract not be executed and that your proposal guaranty be returned. This recommendation was subsequently approved by Transportation Commission Chairman Anthony Yturri on Monday, April 4, 1983.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:st

bc Anthony Yturri
H. S. Coulter
R. W. Gormsen
Jack Sollis
E. S. Hunter
Robert N. Bothman
C. T. Keasey
E. L. Hardt
Wayne Schulte

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Schwartz
Asst. State Highway Engineer

DATE: April 1, 1983

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Bid on Contract No. 9597
Rock Screen Slope Protection & Paving
Oregon City - New Era Section
Pacific Hwy. East

This will confirm our conversation relating to the request of Apex Fence Company Inc., to be relieved of their bid and not to forfeit their bid bond on the above captioned job because of a patent error.

While this is somewhat of an unusual case, it is apparent from looking at the bid sheets that the low bidder is considerably lower than all of the other bidders on the chain link mesh mat. The explanation of the bidder as to how he came to make such a low bid is feasible and reasonable.

It is apparent from the revised estimate that was prepared from information gained before the bids were opened that the engineer's estimate of $236,000 was wrong and that using the revised figures, the engineer's estimate would have been $381,000. Taking that into consideration, you would find quite a few of the bidders under the engineer's estimate with the low bidder being $39,000 under the second low bidder.

In discussing the matter with the low bidder, it was apparent that they had received a bad quotation from a supplier and notification to them that it was a bad quote was too late to withdraw their bid.

It is apparent from the information that we had received that the material was not generally available on the market and that the estimated price of 18.5 cents a square foot is now approximately $2.50 a square foot. This fact in and of itself would necessitate a reconsideration of whether the Highway Division would want to award the contract with the cost of the material being almost $150,000 than anticipated when the original plans and specifications were drawn.

Under the circumstances, it is my opinion that under Chapter 103 of the Standard Specifications the contractor can be relieved of his obligation to sign the contract and not forfeit his bid bond.

NOTED
W. E. SCHWARTZ

JLS:lt

RECEIVED
STATE HWY ENGR
APR 1 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attach copy of this to those copied on
Apex Fence letter

81-125-1387

Contains Recycled Materials

NOTES RE #9597
3-23-83
Darlene called contractor re returning signed contracts & the owner was out of town. Will call Darlene tomorrow.

3-24-83 Gormsen talked to Art Dorris. Art said he would send back the contract. Later called to say will deliver on 3-28-83.

3-29-83 Schwartz brought in contracts and Apex had delivered them to him unsigned.

Later Schwartz said contractor will be released from contract.

Schwartz's letter of 4-7-83 followed.

1983 Rainier Slide Sec. 9598
Columbia River Hwy.
(Slide repair) #4

REPORT OF TRIAL
CASES OTHER THAN CONDEMNATION
(INVERSE CONDEMNATION)

L- 8550

R-

Reported to Commission: September 1986

Name of Case: BARKER v. STATE

Cause of Action: INVERSE CONDEMNATION County: Columbia

Demands of Plaintiff: $30,000.00

Date(s) of Trial: 4/22/86 to 4/23/86 Judge: Hunnicutt

Attorney for State: Luther Jensen Attorney for Plaintiff: Carskadon

Verdict or Judgment: Defense Verdict Interest: -0-

Attorney Fees: NONE Court Costs: NONE

REMARKS:

Court trial - no taking.

Signature of Attorney

Kendall M. Barnes
Concurrence of Chief Counsel

cc: John McCulloch
~~[illegible]~~
~~Adele Egan~~
~~Marilyn McHugh~~

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-106	US Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 6	9 27 [illegible]	Project Number F-1(21)

9598

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 442,500	$ 389,200
Federal funds	$ 390,186	$ 343,195
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22TH day of [illegible] , 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

~~By~~XX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-1(21)

Rainier Slide Correction Section
Lower Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-way (Sta. 391+00 to Sta. 395+15)

ROW	All Required		$ 328,000.00
		Subtotal	$ 328,000.00
		Acquisition Expense	38,000.00
		Total	$ 366,000.00

Relocation Assistance

Moving Costs (3 Families)	All Required		$ 1,000.00
Replacement Housing	All Required		20,700.00
		Subtotal	$ 21,700.00
		Incidental Cost	1,500.00
		Total	$ 23,200.00

Length of Project	0.078 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
ROW	010	88.18%	$366,000.00	$ 322,738.00	$ 43,262.00
Reloc. Asst.	010	88.18%	23,200.00	20,457.00	2,743.00
Total			$389,200.00	$ 343,195.00	$ 46,005.00

Sub. Job 011 - 100%
Prefix: C005-2506
DDB:bkb

9598

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TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-122	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Columbia
MODIFICATION NUMBER 5	[illegible]	Project Number F-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 412,500.00	$ 442,500.00
Federal funds	$ 363,741.00	$ 390,186.00
Other revisions		

This modification is made for the following reasons: to include approved increase for right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 9, 1984

Federal-Aid Project No. F-1(21)

Rainier Slide Correction
Lower Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATTE

Type Code ROW
Right of Way (Sta. 391+00 to Sta. 395+15)

Right of Way	All Required		$ 381,300.00
		Subtotal	381,300.00
	Acquisition Expense		38,000.00
		Total	419,300.00

Relocation Assistance

Moving Costs (3 families)	All Required		$ 1,000.00
Replacement Housing	All Required		20,700.00
		Subtotal	$ 21,700.00
	Incidental Cost		1,500.00
			23,200.00

Length of Project	0.078 mi.

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
R/W	$ 419,300.00	$ 369,729.00	$ 49,571.00
Relocation	23,200.00	20,457.00	2,743.00
Total	$ 442,500.00	$ 390,186.00	$ 52,314.00

Group 1 100%
Prefix: 5-2506

RDS:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-82		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 4	5-15-84	Project Number F-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 220,000.00	$ 412,500.00
Federal funds	$ 193,929.00	$ 363,741.00
Other revisions		

This modification is made for the following reasons: to include approved increase for right-of-way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 8, 1984

Federal Aid Project No. F-1(21)

Rainier Slide Correction
Lower Columbia River Hwy.
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way (Sta. 391+00 to Sta. 395+15)

Right-of-Way	All Required	$ 354,300.00
	Subtotal	$ 354,300.00
	Acquisition Expense	$ 35,000.00
	Total	$ 389,300.00
Relocation Assistance		
Moving Costs (3 families)	All Required	$ 1,000.00
Replacement Housing	All Required	20,700.00
	Subtotal	$ 21,700.00
	Incidental Cost	$ 1,500.00
	Total	$ 23,200.00
Length of Project		0.078 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
R/W	$ 389,300.00	$ 343,284.00	$ 46,016.00
Relocation	23,200.00	20,457.00	2,743.00
Total	$ 412,500.00	$ 363,741.00	$ 48,759.00

Group 1 100%
Prefix: 5-2506

RHZ:bkb

STATE CO

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 2-188	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 3	2-24-84	Project Number F-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 148,500.00	$ 220,000.00
Federal funds	$ 130,902.00	$ 193,929.00
Other revisions		

This modification is made for the following reasons: to include additional authorized right-of-way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of February, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 21, 1984

Federal-Aid Project No. F-1(21)

Rainier Slide Correction
Lower Columbia River Hwy.
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way (Sta. 391+00 to Sta. 395+15)

Right-of-Way	All Required		$ 178,800.00
		Subtotal	$ 178,800.00
	Acquisition Expense		28,000.00
		Total	$ 206,800.00

Relocation Assistance

Moving Costs (2 families)	All Required		$ 1,000.00
Replacement Housing	All Required		10,700.00
		Subtotal	$ 11,700.00
	Incidental Cost		1,500.00
		Total	$ 13,200.00
Length of Project			0.078 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
R/W	$ 206,800.00	$ 182,294.00	$ 24,506.00
Relocation	13,200.00	11,635.00	1,565.00
Total	$ 220,000.00	$ 193,929.00	$ 26,071.00

Group 1 100%
Prefix: 5-2506

RHZ:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 11-125	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County COLUMBIA
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2		Project Number F-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,000.00	$ 148,500
Federal funds	$ 85,534.00	$ 130,902
Other revisions		

This modification is made for the following reasons: To include additional authorized right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of November, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 7, 1983

FEDERAL AID PROJECT NO. F-1(21)

RAINIER SLIDE CORRECTION
LOWER COLUMBIA RIVER HWY.
COLUMBIA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHT OF WAY (Sta. 391+00 to Sta. 395+15)

Right of Way	All Required	$121,800.00
	SUBTOTAL	$121,800.00
	Acquisition Expense	20,700.00
	TOTAL	$142,500.00

RELOCATION ASSISTANCE

Moving Costs (1 family)	All Required	$ 500.00
Replacement Housing	All Required	4,000.00
	SUBTOTAL	$ 4,500.00
	Incidental Cost	1,500.00
	TOTAL	$ 6,000.00

Length of Project ------------ 0.078 mile

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
R/W	$142,500.00	$125,613.00	$16,887.00
Relocation	6,000.00	5,289.00	711.00
	$148,500.00	$130,902.00	$17,598.00

Group 1: 100%
Prefix: 5-2506

CL:pf

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STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-102 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-22-83	State Oregon County Columbia Project Number F-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 60,000.00	$ 97,000.00
Federal funds	$ 52,908.00	$ 85,534.00
Other revisions		

This modification is made for the following reasons: to include increase in right-of-way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter
Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 18, 1983

Federal-Aid Project
No. F-1(21)

Rainier Slide Correction
Lower Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way (Sta. 391+00 to Sta. 395+15)

Right-of-Way

All Required	$ 76,300.00
Subtotal	$ 76,300.00
Acquisition Expense	20,700.00
Total	$ 97,000.00

Length of Project --------- 0.078 mi.

Federal Funds -------------	$ 85,534.00
State Funds ---------------	11,466.00
Total	$ 97,000.00

Group 1 100%
Prefix: 5-2506

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STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10 - 199	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 10-25-82 **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Columbia Project No. F-1(21)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Rainier Slide Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	9-7-82	0.075
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 60,000.00	FEDERAL FUNDS $ 52,908.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 25 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 20, 1982

Federal-Aid Project
No. F-1(21)

Rainier Slide Section
Lower Columbia River Highway
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way (Sta. 391+00 to Sta. 395+15)

Right-of-Way	All Required	$50,000.00
	SUBTOTAL	$50,000.00
	Acquisition Expense	10,000.00
	TOTAL	$60,000.00

Length of Project -------------- 0.078 mile

Federal Funds (88.18)-----------	$52,908.00
State Funds ---------------------	7,092.00
TOTAL	$60,000.00

Group 1 100%
Prefix: 5-2506

9598

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-89
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	7

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-17-86

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon
County: Columbia
Project Number: F-1(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 825,298.00	$ 794,328.00
Federal funds	$ 727,500.00	$ 700,200.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of SEP, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 17, 1986

Gen Files

Federal-Aid Project No. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rainier Slide (Sta. 390+00 to 395+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$3.53	31,669	$111,791.57	22,895.63	$80,821.57	
			$111,791.57		$80,821.57	
					Decrease	$ 30,970.00
		Subtotal from previous estimate of November 6, 1984				825,298.00
					Total	$794,328.00

Length of Project ------------------- 0.00 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Contract Work	010	88.15%	$794,328.00	$700,200.00	$94,128.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09598
Prefix: C005-1999
Prefix: C005-1005

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-154 PROJECT REPORT NUMBER MODIFICATION NUMBER 6	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Columbia Project Number F-1(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 810,000.00	$ 825,298.00
Federal funds	$ 714,015.00	$ 727,500.00
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of November, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible] FILE

Oregon State Highway Division
Salem, Oregon November 6, 1984

Federal-Aid Project No. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rainier Slide (Sta. 390+00 to Sta. 395+00)

Subtotal from revised estimate of October 12, 1984		$ 717,651.27
	Engineering	107,646.73
	Total	$ 825,298.00

Length of Project	0.00 mi.

Federal Funds (88.15%)	$ 727,500.00
State Funds	97,798.00
Total	$ 825,298.00

Group 1 100%
Contract No. 9598
Prefix: 5-1999
Prefix: 5-1005

WH:bkb

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STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-161		State Oregon
PROJECT REPORT NUMBER		County Columbia
MODIFICATION NUMBER 5		Project Number F-1(25)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10 16-84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 784,600	$ 810,000
Federal funds	$ 691,624	$ 714,015
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 12, 1984

FEDERAL AID PROJECT NO. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Rainier Slide (Sta. 390+00 to Sta. 395+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Drainage Pump (P.A. #1)	$ 4,173.00	--	$ --	100%	$ 4,173.00
Overtime Pay For Hauling Embankment Material (F.A. #4)	--	--	--	--	5,707.14
Fill Septic Tanks; Connect Pipe; Grade	--	--	--	--	6,823.22
Remove Slide Material (F.A. #7)	--	--	--	--	3,964.59
				Subtotal	$20,667.95

Increase	$ 20,667.95
Subtotal from Estimate of February 9, 1984	696,983.32
Subtotal	$717,651.27
Engineering	92,348.73
Total	$810,000.00

Length of Project ---------------- 0.00 mi.

Federal Funds (88.15%)	$714,015.00
State Funds	95,985.00
TOTAL	$810,000.00

Group 1: 100%
Contract No. 9598
Prefix: 5-1999
Prefix: 5-1005

WH:me

9598

+

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-221	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 4	7-25-84	Project Number F-1(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 23, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 782,184.00	$ 784,600.00
Federal funds	$ 689,495.00	$ 691,624.00
Other revisions		

This modification is made for the following reasons:

To include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne

For Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 23, 1984

FEDERAL AID PROJECT NO. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Rainier Slide (Sta. 390+00 to 395+00)

Sub-total of previously revised estimated of February 9, 1984	$ 696,983.32
Engineering	87,616.68

Length of Project ---------------- 0.00 miles

Federal Funds (88.15%)	$ 691,624.00
State Funds	92,976.00
Total	$ 784,600.00

Group 1: 100%
Contract No. 9598
Prefix: 5-1999
Prefix: 5-1005

WH:me

9578

TE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-237	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 3	6-12-84	Project Number F-1(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 775,000.00	$ 782,184.00
Federal funds	$ 683,162.00	$ 689,495.00
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 7, 1984

Federal-Aid Project No. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rainier Slide (Sta. 390+00 to Sta. 395+00)

Subtotal of previously revised estimate of February 9, 1984		$ 696,983.32
	Engineering	85,200.68
		$ 782,184.00

Length of Project	0.00 mi.

Federal Funds (88.15%)	$ 689,495.00
State Funds	92,689.00
Total	$ 782,184.00

Group 1	100%
Contract No.	9598
Prefix:	5-1999
Prefix:	5-1005

WH:bkb

9598

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-148

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-17-84

State OREGON

County COLUMBIA

Project Number F-1(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 640,000.00	$ 775,000.00
Federal funds	$ 564,160.00	$ 683,162.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 9, 1984

FEDERAL AID PROEJCT NO. F-1(25)

RAINIER SLIDE SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
RAINIER SLIDE (Sta. 390+00 to Sta. 395+00)

Subtotal of previous estimate of October 25, 1983	$563,422.24

PREVIOUS ESTIMATE

Flagman	300	Hour	25.00	$ 7,500.00
Stone Embankment (B.I. 13)	4,800	Cu. Yd.	10.00	48,000.00
Lightweight Fill Material (B.I. 14)	22,672	Cu. Yd.	8.61	195,205.92
Concrete Ditch Lining	360	Sq. Yd.	34.00	12,240.00
				$262,945.92

REVISED ESTIMATE

Flagman	1,857	Hour	25.00	$ 46,425.00
Stone Embankment (Note: Bid Item 13 & 14 deleted, see PA #2)	33,898	Cu. Yd.	9.00	305,082.00
Remove Slide Material (E.W.O. #7)		All Required		20,000.00
Maintain Detour Road (S.F.O. #4)		All Required		15,000.00
Litigation Expense (SFO #5)		All Required		10,000.00
				$396,507.00

Increase	$133,561.08
SUBTOTAL	696,983.32
Engineering	78,016.68
TOTAL	$775,000.00

Length of Project --------------	0.0 mi.
Federal Funds (88.15%) ---------	$683,162.00
State Funds --------------------	91,838.00
TOTAL	$775,000.00

Group 1: 100%
Contract No. 9598
Prefix: 5-1999
Prefix: 5-1005

RHZ:pf

957✓

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-219
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-26-83

State: Oregon
County: Columbia
Project Number: F-1(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 623,412.00	$ 640,000.00
Federal funds	$ 549,537.00	$ ~~546,160.00~~ 564,160 Ch.
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 25, 1983

Federal-Aid Project No. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rainier Slide (Sta. 390+00 to Sta. 395+00)

Subtotal of previous estimate of May 12, 1983			$ 548,422.24
Additional Items			
Construct Drainage (E.W.O. #2)	All Required		$ 5,000.00
Remove Additional Material (E.W.O. #3)	All Required		10,000.00
			$ 15,000.00
		Increase	$ 15,000.00
		Subtotal	563,422.24
		Engineering	76,577.76
		Total	$ 640,000.00
Length of Project			0.0 mi.
Federal Funds			$ 564,160.00
State Funds			75,840.00
Total			$ 640,000.00

Group 1	100%
Contract No.	9598
Prefix:	5-1999
Prefix:	5-1005

9598

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5 23 83	State: Oregon County: Columbia Project No. F-1(25)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, 0.7 mi. West of E.C.L. (Rainier)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-83	0.00

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 623,412.00	FEDERAL FUNDS $ 549,537.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: MAY 23 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon May 12, 1983

Federal-Aid Project
No. F-1(25)

Rainier Slide Section
Columbia River Highway
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Rainier Slide (Sta. 390+00 to Sta. 395+00)

Mobilization			All Required	$ 12,150.00
Temporary Protection and Direction of Traffic			All Required	2,500.00
Temporary Signs	192	Sq. Ft.	8.50	1,632.00
Temporary Barricades	10	Each	85.00	850.00
Temporary Guard Rail, Type 2A	275	Lin. Ft.	7.50	2,062.50
Temporary Traffic Signal Installation			All Required	18,214.00
Temporary Reflective Pavement Markers	25	Each	4.00	100.00
Flagmen	300	Hour	25.00	7,500.00
Clearing and Grubbing			All Required	2,500.00
Removal of Structures and Obstructions			All Required	2,500.00
General Excavation	31,669	Cu. Yd.	3.53	111,791.57
Embankment in Place	1,202	Cu. Yd.	3.00	3,606.00
Stone Embankment	4,800	Cu. Yd.	10.00	48,000.00
Lightweight Fill Material	22,672	Cu. Yd.	8.61	195,205.92
Trench Excavation	444	Cu. Yd.	5.00	2,220.00
Furnishing and Placing Topsoil	1,229	Cu. Yd.	6.00	7,374.00
1 1/2-0 Aggregate Base	4,060	Ton	7.50	30,450.00
Class "B" Asphalt Concrete	725	Ton	32.75	23,743.75
12-inch Culvert Pipe	20	Lin. Ft.	15.00	300.00
15-inch Sewer Pipe	134	Lin. Ft.	20.00	2,680.00
21-inch Sewer Pipe	186	Lin. Ft.	20.00	3,720.00
2-inch PVC Pipe	300	Lin. Ft.	2.00	600.00
Concrete Manholes	1	Each	6,000.00	6,000.00
Concrete Inlets, Type G-2M	2	Each	500.00	1,000.00
Concrete Ditch Lining	360	Sq. Yd.	34.00	12,240.00
6-inch Drain Pipe	788	Lin. Ft.	5.00	3,940.00
Impermeable Fabric	4,100	Sq. Yd.	3.10	12,710.00
Guard Rail, Type 2A	625	Lin. Ft.	11.00	6,875.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Type 2 Fence	200	Lin. Ft.	5.00	1,000.00

Temporary Fence Type 2	180	Lin. Ft.	5.00	900.00
Extra for Asphalt Approaches	5	Each	100.00	500.00
Filter Blanket	1,425	Cu. Yd.	8.50	12,112.50
Roadside Seeding and Mulching	1	Acre	1,500.00	1,500.00
				$ 539,997.24

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,500.00
Temporary Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	1,000.00
Signal Controller & Testing & Turn-On	All Required	1,625.00
Railroad Protective Costs	All Required	3,300.00
		$ 8,425.00
	Subtotal	$ 548,422.24
	Engineering	74,036.76
	Total	$ 622,459.00

Length of Project ---------- 0.00 mi.

Work Retained in Program

Wood Poles for Control Circuit	All Required	$ 840.00
	Subtotal	$ 840.00
	Engineering	113.00
	Total	$ 953.00

SUMMARY OF FUNDS 88.15%

Description	Total Cost	Federal Funds	State Funds
Slide Removal	$ 622,459.00	$ 548,697.00	$ 73,762.00
Reserve	953.00	840.00	113.00
	$ 623,412.00	$ 549,537.00	$ 73,875.00

Group 1 100%
Contract No. 9598
Prefix: 5-1999
Prefix: 5-1005

9577 File

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,

Plaintiff,

v.

STATE OF OREGON, by and through its Department of Transportation,

Defendant.

Case No. 31503

FINDINGS OF FACT AND CONCLUSIONS OF LAW

The above-entitled matter, having come on regularly for trial by the Court on April 22, 1986 before the Honorable John F. Hunnicutt, Judge of the above-entitled court, plaintiff appearing by Redman, Carskadon and Bemis by James R. Carskadon, Jr., his attorneys, and the defendant appearing by Dave Frohnmayer, Attorney General by Luther L. Jensen, Assistant Attorney General, at the conclusion of plaintiff's evidence, defendant moved to dismiss upon the grounds that plaintiff failed to establish that there had been any movement of plaintiff's property caused by state construction work, which said motion was taken under advisement, and the Court having heard the evidence, both oral and documentary, and the arguments of counsel, denies said motion to dismiss and makes the following Findings of Fact and Conclusions of Law.

Findings of Fact:

1. The allegations of paragraphs 1, 2 and 3 of plaintiff's Complaint are true.

2. During the summer of 1983 defendant undertook a project to improve and maintain state Highway 30 in the vicinity of

plaintiff's property and, during the course of construction and excavation, the defendant impaired the lateral support of adjacent property and caused slides to occur in the vicinity of the plaintiff's land.

3. It is not true that as a result of the construction activities of the defendant in improving and maintaining Highway 30 the defendant has caused an impairment of the lateral support and stability of plaintiff's property, has rendered plaintiff's property subject to slides, or has made development of said property for construction thereon impossible, or has precluded any economically feasible use of said property.

4. There has been no subsidence or other movement of earth on the plaintiff's property caused by the construction activity of the defendant.

5. A qualified engineer would write a report which apparently would satisfy the Rainier Zoning Ordinance of the City of Rainier to allow for building on the plaintiff's property.

6. It is not true that there is a reasonable probability that plaintiff's property will be subjected to landslides in the future by reason of the defendant's construction activity.

Conclusions of Law:

1. An action in inverse condemnation may be maintained even though the property of the plaintiff has not presently experienced earth movement caused by the construction activities of the defendant and defendant's motion is therefore denied.

///

2. There has been no taking or appropriation of plaintiff's property for public purposes without payment of just compensation in violation of Article I, § 18 of the Oregon Constitution or the Fifth and Fourteenth Amendments of the Constitution of the United States.

3. Let judgment be entered accordingly.

DATED this ____ day of ________________________, 1986.

____

Circuit Court Judge

Submitted by Luther L. Jensen

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	Case No. 31503 JUDGMENT

The above-entitled matter, having come on regularly for trial by the Court on April 22, 1986 before the Honorable John F. Hunnicutt, Judge of the above-entitled court, plaintiff appearing by Redman, Carskadon and Bemis by James R. Carskadon, Jr., his attorneys, and the defendant appearing by Dave Frohnmayer, Attorney General by Luther L. Jensen, Assistant Attorney General, at the conclusion of plaintiff's evidence, defendant moved to dismiss upon the grounds failed to establish that there had been any movement of plaintiff's property caused by state construction work, which said motion was taken under advisement, and the Court having heard the evidence, both oral and documentary, and the arguments of counsel, denies said motion to dismiss and the Court having entered herein its Findings of Fact and Conclusions of Law

Now therefore it is hereby ADJUDGED:

1. The above-entitled action is dismissed with prejudice.

///

///

///

2. Defendants shall have and recover of plaintiff its costs in the sum of $______________.

DATED this ____ day of _____________________, 1986.

____
Circuit Court Judge

Presented by:

____
Luther L. Jensen, attorney for
Defendant

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of May, 1986, I served a true copy of the within proposed Findings of Fact and Conclusions of Law, and Judgment upon the following attorney, by depositing said document(s) in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

James R. Carskadon, Jr.
Redman, Carskadon & Bemis
Attorneys at Law
10565 S.E. 23rd Avenue
Milwaukie, Oregon 97222

LUTHER L. JENSEN OSB # 56052
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

cg

9551

May 12, 1986

The Honorable John F. Hunnicutt
Columbia County Courthouse
St. Helens, OR 97051

Re: Charles Barker v. State Department of Transportation
Columbia County Cir. Ct. No. 31503

Dear Judge Hunnicutt:

Enclosed are the proposed Findings of Fact and Conclusions of Law, and Judgment in the above matter. I am advised by Mr. Carskadon that he does have some objections to some of the provisions of the proposed Findings of Fact and Conclusions of Law.

I suggest we could handle the matter of those objections by telephone conference. Mr. Carskadon is in accord.

If you are agreeable, may I respectfully suggest that you request your clerk to schedule an appropriate conference.

Very truly yours,

Luther L. Jensen
Assistant Attorney General

LLJ:cg
Enclosure
cc: James R. Carskadon, Jr.

7578

REDMAN, CARSKADON & BEMIS
ATTORNEYS AT LAW
10565 S.E. 23RD AVENUE
MILWAUKIE, OREGON 97222
(503) 659-5335

JAMES E. REDMAN
JAMES R. CARSKADON, JR.
RICHARD C. BEMIS

SUNRIVER OFFICE:
P.O. BOX 3243
SUNRIVER, OREGON 97707
(503) 593-8717

May 7, 1986

Department of Justice
Trial Division
Justice Building
Salem, Oregon 97310

Attn. Mr. Luther L. Jensen

Re: Barker v. State Department of Transportation
Columbia County Circuit Court No. 31503

Dear Luther:

I have reviewed the FINDINGS OF FACT and CONCLUSIONS OF LAW which you submitted to me under date of April 30, 1986. My only objections to those findings are in paragraph 3, and I would suggest it read as follows: "It is not true that as a result of the construction activities of defendant in improving and maintaining Highway 30 the defendant has made development of said property for construction thereon impossible or has precluded any economically feasible use of said property." I think that language is more in tune with the Court's letter opinion than the language which you have adopted.

As to the judgment, my only comment on that and objection would be to paragraph 1 of the adjudged section which I believe should read: "1. The above entitled action is dismissed." striking the words "with prejudice." Obviously, it is clear from the Court's opinion that he relied heavily on your expert, Mr. Squire's, opinion regarding the development potential for the property, and if that is not forthcoming, of course we have already discussed the matter of the right of Mr. Barker to bring an action on this later, and I feel to use the "with prejudice" language is stretching.

With those changes, I have no objection to the matter being submitted to the Court for signature.

Very truly yours,

James R Carskadon Jr
James R. Carskadon, Jr.

JRC:dmt

RECEIVED
MAY 03 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

7511

John F. Hunnicutt .

PI's opening
wants 30,000

"propensity to slide"

in Def 101 aerial

PI
Mrs Barker.
— State pow
m PI 1-7 photos
i PI's 8

Tucker place .
no one went "none that I
could discern" pross c 83

17,000 for
6 lots

sold 2 for
12,000

Bought 1977 - Bk 7 - 167
sold n ½ .

1983

"14 ft muck top when excavated

Says middle school had trouble closing doors —
says stress cracks 6-17

Photos —

all N of C St. in 9 - 24 photos

#13 -1985

withdrawn 18

what was #9

trailor?

6-5 yrs not sold

No photo he saw no stress cracks.
9th incl. "saw little nipples"
nothing else

single family dwelling value $7,500 per lot.

'83 Emory v. State
6 YCA 429

Slope
Bourbon
props

1PM

Condell, Donald.
eng-geologist M.S.

relationships
water

Exam in 1983 - or May 84

D) "wrote a report"

Report re buildability. ft.

" scarp within" several 100 to 125 feet

Buttress?

map?

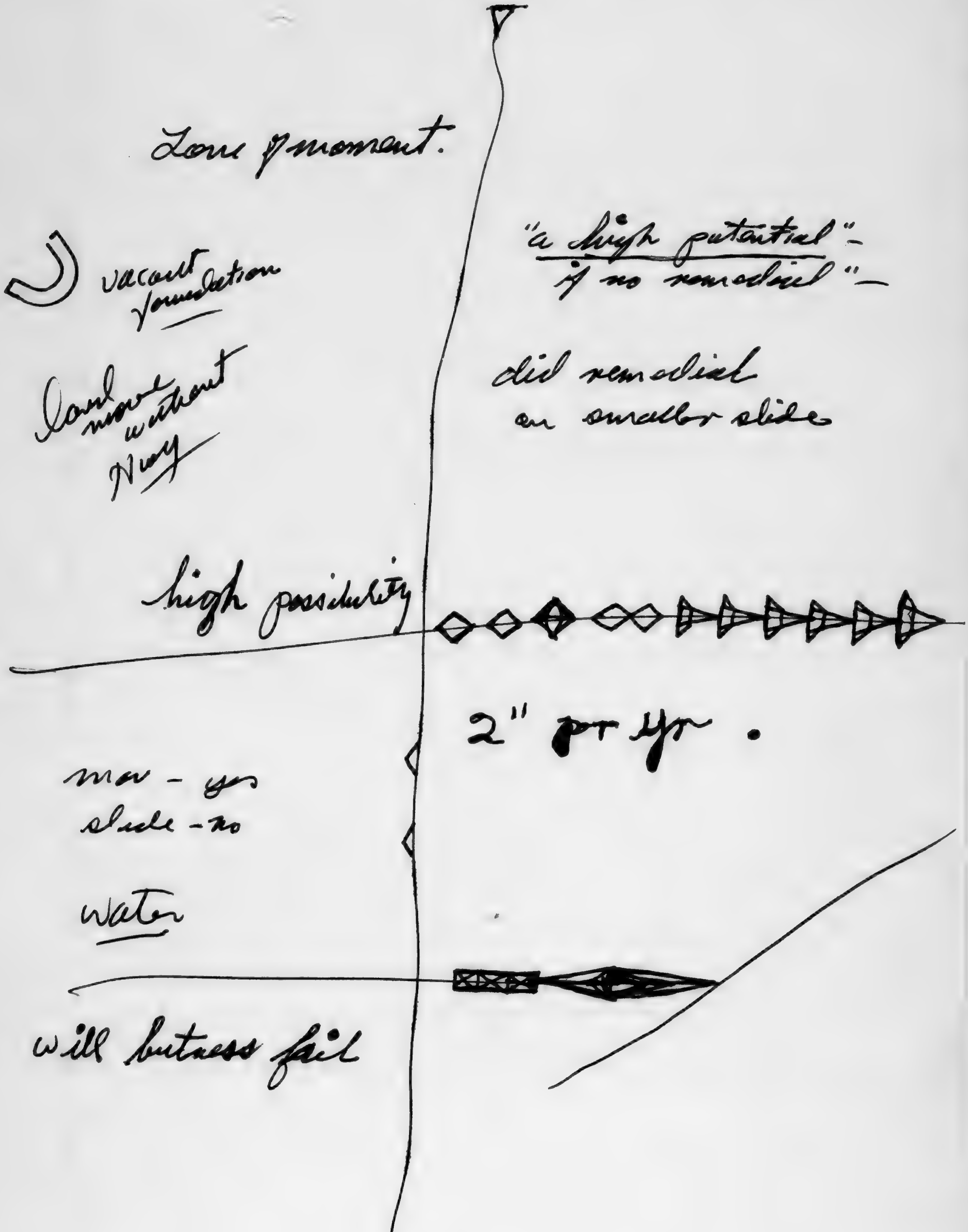
"potential" would be claimed
within life of bldgs.
not prudent."

"If above scarp" photo

in Pl 26 dwg

"high prob" ~~it~~ will
eventually claim lots
if no remedial"

Recent readings -
no significant movement



Zone of movement.

"a high potential" -
"if no remedial" -

vacant foundation

land move without Hwy

did remedial
on smaller slide

high possibility

2" per yr.

mov - yes
slide - no

Water

will buttress fail

Rebuttal

Cordell

Last 6 mos examine
Some tension cracks south.

5 Slide
above many surfaces
"no reason t belief Barber
different"
no reason t believe
death will prevent shallow slide
that "could occur in
future"

"

Plan

other
no
so
bldg.

Arguement

12345
67890

Concord did not say battery will fail

no evidence — "progress"

KEDELIG
ET LØJN

WATER NOT SLIDE — CREEP

Note — speculation, conjecture

not sold n yrs.

9577

orig sent to
Carskadon for
approval and
signature 4/30/86
(cyd)

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,
Plaintiff,
v.
STATE OF OREGON, by and through its Department of Transportation,
Defendant.

Case No. 31503

FINDINGS OF FACT AND CONCLUSIONS OF LAW

The above-entitled matter, having come on regularly for trial by the Court on April 22, 1986 before the Honorable John F. Hunnicutt, Judge of the above-entitled court, plaintiff appearing by Redman, Carskadon and Bemis by James R. Carskadon, Jr., his attorneys, and the defendant appearing by Dave Frohnmayer, Attorney General by Luther L. Jensen, Assistant Attorney General, at the conclusion of plaintiff's evidence, defendant moved to dismiss upon the grounds that plaintiff failed to establish that there had been any movement of plaintiff's property caused by state construction work, which said motion was taken under advisement, and the Court having heard the evidence, both oral and documentary, and the arguments of counsel, denies said motion to dismiss and makes the following Findings of Fact and Conclusions of Law.

Findings of Fact:

1. The allegations of paragraphs 1, 2 and 3 of plaintiff's Complaint are true.

2. During the summer of 1983 defendant undertook a project to improve and maintain state Highway 30 in the vicinity of

plaintiff's property and, during the course of construction and excavation, the defendant impaired the lateral support of adjacent property and caused slides to occur in the vicinity of the plaintiff's land.

3. It is not true that as a result of the construction activities of the defendant in improving and maintaining Highway 30 the defendant has caused an impairment of the lateral support and stability of plaintiff's property, has rendered plaintiff's property subject to slides, or has made development of said property for construction thereon impossible, or has precluded any economically feasible use of said property.

4. There has been no subsidence or other movement of earth on the plaintiff's property caused by the construction activity of the defendant.

5. A qualified engineer would write a report which apparently would satisfy the Rainier Zoning Ordinance of the City of Rainier to allow for building on the plaintiff's property.

6. It is not true that there is a reasonable probability that plaintiff's property will be subjected to landslides in the future by reason of the defendant's construction activity.

Conclusions of Law:

1. An action in inverse condemnation may be maintained even though the property of the plaintiff has not presently experienced earth movement caused by the construction activities of the defendant and defendant's motion is therefore denied.

///

2. There has been no taking or appropriation of plaintiff's property for public purposes without payment of just compensation in violation of Article I, § 18 of the Oregon Constitution or the Fifth and Fourteenth Amendments of the Constitution of the United States.

3. Let judgment be entered accordingly.

DATED this ____ day of ____________________________, 1986.

____
Circuit Court Judge

Submitted by Luther L. Jensen

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,	)	
Plaintiff,	)	Case No. 31503
v.	)	
STATE OF OREGON, by and through its Department of Transportation,	)	JUDGMENT
Defendant.	)	

The above-entitled matter, having come on regularly for trial by the Court on April 22, 1986 before the Honorable John F. Hunnicutt, Judge of the above-entitled court, plaintiff appearing by Redman, Carskadon and Bemis by James R. Carskadon, Jr., his attorneys, and the defendant appearing by Dave Frohnmayer, Attorney General by Luther L. Jensen, Assistant Attorney General, at the conclusion of plaintiff's evidence, defendant moved to dismiss upon the grounds failed to establish that there had been any movement of plaintiff's property caused by state construction work, which said motion was taken under advisement, and the Court having heard the evidence, both oral and documentary, and the arguments of counsel, denies said motion to dismiss and the Court having entered herein its Findings of Fact and Conclusions of Law

Now therefore it is hereby ADJUDGED:

1. The above-entitled action is dismissed with prejudice.

///

///

///

2. Defendants shall have and recover of plaintiff its costs in the sum of $______________.

DATED this ____ day of ______________________, 1986.

____
Circuit Court Judge

Presented by:

____
Luther L. Jensen, attorney for
Defendant

Approved as to Form:

____
James R. Carskadon, Jr., attorney
for Plaintiff

7598

Circuit Court of Oregon
NINETEENTH JUDICIAL DISTRICT
FOR COLUMBIA COUNTY

Judges
JOHN F. HUNNICUTT
JAMES A. MASON

COLUMBIA COUNTY COURTHOUSE
ST. HELENS, OREGON 97051
TELEPHONE: 503 397-0157

April 24, 1986

Mr. James R. Carskadon, Jr.
Redman Carskadon & Bemis
Attorneys at Law
10565 S. E. 23rd Avenue
Milwaukie, Oregon 97222

Mr. Luther Jensen
Assistant Attorney General
Justice Building
Salem, Oregon 97310

RE: Barker vs State Department of Transportation #31503

Dear Mr. Carskadon and Mr. Jensen:

It appears to me that there are potentially four issues to be resolved in this case. They are listed below. The first two are questions of law and the second two are questions of fact.

1. Can the removal of lateral support constitute a taking?
2. Does a cause of action for inverse condemnation arise prior to any subsidence to the subject property?
3. Has there been a taking in this case?
4. If there has been a taking, what is just compensation owed the plaintiff by the defendant?

TAKING

As far as I can determine the only case which is factually similar to the one at bar is Kropitzer v. City of Portland, 237 Or 157 (1964). The trial court denied the defendant's demurrer and, after trial, held for the plaintiff. The Supreme Court recognized plaintiff's right to sue in inverse condemnation for removal of lateral support, however, since the defendant had removed the lateral support from a dedicated street (where a defendant had a right to be) and did so without acting negligently, factually the defendant was not liable under the prooffered theory. Thus the Supreme Court reversed the trial court.

In what the editors of the opinion thought was a rule, the court said (and the editors assigned headnote #1):

> "The right to lateral support is an interest in land. If land subsides as a result of the removal of support, the owner has been deprived of a property interest. It is 'property' within the mreaning of Article I, §18, Oregon Constitution, and may not be taken without just compensation." at p. 159.

In addition, our Court of Appeals has developed a two pronged test in determining what is a taking. The court wrote:

> "To be taken, property must be substantially damaged or destroyed, and the interference with the owner's interest must be significant. (citations omitted)" Emery v. State of Oregon, 64 OrApp 429, 435 (1983). See - Morrison v. Clackamas County, 141 Or 564, 568 (1933).

It is my conclusion that the answer to the first issue has to be that removal of lateral support can constitute a taking.

PHYSICAL CHANGE

During the trial of this case there was the expected posturing of the parties over the use of the words "possible" and "probable". Only lawyers would spend much time on such a seemingly insignificant matter. Plaintiff's expert held that damage to plaintiff's property, i.e. subsidence, was inevitably going to occur. The witness (Cordell) waffled on the use of "probable" but I believe that something which will inevitably occur is also probable.

This legal conclusion does not end the needed inquiry. The second sentence of the quote from Kropitzer, supra, seems to imply that without subsidence there is no taking. Consistently with that language the court wrote:

> "(T)he statute of limitations runs from the time subsidence occurs and not when support is removed." at p. 165.

However, in Lincoln Loan v. State Highway Comm. 274 Or 49 (1975) at page 55, the court wrote:

> "It is therefore the landowner's rights which are 'taken' by the state in inverse condemnation, not part of the land itself." See - Cereghino v. State Hwy. Comm. 23 Or 439 (1962).

(Please note that in a footnote the Supreme Court affirmed their position that a taking could be nontrespassory. Fifth Avenue Corp. v. Washington County, 282 Or 591, fn.17, p.614 (1978).)

It is my conclusion that, inspite of the dictum in Kropitzer, supra, a cause of action for inverse condemnation will lie for removal of lateral support prior to any subsidence, assuming that a significant dimunition in property value is pled.

FACTUAL TAKING

This is a fact question which requires the weighing of evidence received and the application of the burden of proof. The burden of proving a taking is upon the plaintiff and the quantum of proof is a preponderance.

There are several sub-issues which must be factually determined within the main issue stated in page one of this letter, i.e. (a) Has the property owner suffered a loss? (b) If there is a loss, is it causally connected to the highway repairs of 1983 or is the loss, if any, causally connected to the natural geologic "creeping" of the soil of the area?

Mr. Barker produced photos which showed principally cracks in the ground. He contended that the cracks were due to soil movement which occurred after the 1983 highway repair work. By inference, he claimed that the cracks were caused by the highway repairs. However, he acknowledged that there were no cracks on his land, but just the land to the north and down hill from the subject property.

Mr. Cordell, the plaintiff's geologist/expert, concurred on the existence of cracks, but, because he had not been on the subject or adjacent property prior to the highway repairs was unable to causally connect the cracks to the repairs but for reliance on Mr. Barker's claim. He opined that the plaintiff's property was not suitable for use, i.e. single family dwellings or mobile home placement, and that there was a high probability that slides would continue and eventually claim plaintiff's land. He acknowledged that the inclinometers installed on the property immediately downhill from plaintiff's property had shown an insignificant downhill movement of the land lying laterally to plaintiff's. It was further his opinion that he could not provide a report to the City of Rainier to allow for the issuance of building permits on the property because the property was unsuitable for building. He also was unaware that a rock buttress had been installed by the defendant at the time of the higway repairs in 1983.

In rebuttal to the plaintiff's case the defendant offered the following testimony.

Mr. Squire, the defendant's geo-technical engineer/expert testified that the east Rainier area was an area of ongoing ground movement. There is a distinction between ground movement called "creeping" and ground movement called "landslide". The distinction is one of the extent of the movement; "creeping" being two inches or less per year, and "landsliding" being considerably more than two inches per year. Creeping goes on with or without lateral support.

Squire opined that there was no causal connection between the highway work and the cracks in the land north of the plaintiff's and south of the highway. In addition, he stated that there was no probability that plaintiff's land would experience damage due to the 1983 highway work. He gave two other opinions: (1) he would give the necessary report to allow for the building of dwellings on the subject property as required by the Rainier Zoning Ordinance, and (2) a five foot scarp located 150 feet north of C Street, should it fail, would have no effect on plaintiff's property.

Squire testified to a downward slippage of the property between the plaintiff's property and the highway of one and one-quarter inch in the last 18 months. He attributed this small movement to the rock buttress the defendant had installed when making the 1983 repairs.

On further inspection, Squire did not see any evidence of ground fractures in the property immediately downhill from plaintiff's property.

This summary of the facts as they pertain to the existence of a taking now requires that, I, as trier of fact, weigh the evidence, keeping in mind who has the burden of proof. Doing this leads to one inescapable conclusion, the evidence does not establish that there has been a taking because:

1. There's been no subsidence on the plaintiff's property.
2. A qualified engineer would write a report which, apparently, would satisfy the Rainier Zoning Ordinance to allow for building on the plaintiff's property.
3. The rock buttress installed by the defendant has decreased the creeping near the subject property.

For the reasons stated in this letter the following rulings are made: (a) Defendant's motion for a dismissal which was taken under advisement is denied; (b) Plaintiff has failed in the proof of his case and it is dismissed with costs and disbursements to the defendant. Mr. Jensen may prepare the appropriate findings of fact and conclusions of law consistent with this letter; in addition, he may prepare the judgement.

Very truly yours,

John F. Hunnicutt

John F. Hunnicutt
Circuit Judge

nb

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APR 28 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

7548

4-21-86

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, vs. STATE OF OREGON, by and through, its Department of Transportation, Defendant.	)	No. 31503 PLAINTIFF'S TRIAL MEMORANDUM

FACTS

Plaintiff's property is located near the southern edge of the City of Rainier above what is commonly called The Columbia River Highway. During the summer of 1983 the Defendant undertook a project to improve State Highway 30 (The Columbia River Highway). The area where these improvements took place has been a cause of high maintenance to Defendant. As a result of the work performed on Highway 30, the Defendant disturbed the lateral support for Plaintiff's property and thereby caused the property to slide and become "unbuildable". As a result of Defendant's actions, Plaintiff's property has no or at the very best, very little economic value, and certainly its highest and best use as residential property has been lost and therefore this action for inverse condemnation is brought.

ISSUE

When may a soverign be held responsible for a "taking" and be required to respond in damages.

POINTS AND AUTHORITIES

What is inverse condemnation?

(1) Inverse condemnation is a cause of action against a governmental defendant to recover the value of property which has been taken in fact by the government defendant even though no formal exercise of power of eminent domain has been attempted by the agency.

State Highway Commission v. Stumbo, et al
222 Or 62, 66 (1960)

Tomasek v. State Highway Commission
196 Or 120, 147 (1952)

Thornburg v. Port of Portland
233 Or 178, 180 (1962-63)

Lincoln Loan v. State Highway Commission
274 Or 49, 51 (1976)

(2) When the government conducts or permits an activity for public purposes upon its land that is sufficiently invasive to amount to a taking of adjacent land, an action for inverse condemnation lies against the government.

Thornburg v. Port of Portland
233 Or 178, 193-194 (1962-63)

Jacobson v. Crown Zellerbach
273 Or 15, 21 (1975)

(3) It is the general rule that the owner of property appropriated or injured for a public use without just compensation having been made, may maintain an action at law for the damages sustained thereby.

Morrison v. Clackamas County
141 Or 564, 574 (1932-33)

(4) Any destruction, restriction or interruption of the common and necessary use and enjoyment of the property of a person for a public purpose, constitutes a "taking" thereof.

Kurtz v. Southern Pacific Company
80 Or 213 (1916)

Mosier v. Oregon Navigation Co.
39 Or 256 (1900-01)

Morrison v. Clackamas County
141 Or 564, 568 (1932-33)

(5) Questions of the highest and best use of particular property and whether it has been damaged are not questions of constitutional magnitude or of law, but are questions of fact that relate to the questions of value.

Douglas County v. Briggs
34 Or App 409 (1978)

State Ex Rel Highway Commission v. Center
23 Or App 693 (1975)

(6) It is no defense that there was no specific intent on the part of the Defendant to appropriate Plaintiff's property, but the Defendant must be held to have intended to do those things which are the natural and ordinary consequences of their act.

Morrison v. Clackamas County
141 Or 564, 569 (1932-33)

(7) The State need not benefit from the "taking" for an action to lie.

Cereghino et al v. State Highway Commission
230 Or 439, 450 (1962)

Lincoln Loan v. State Highway Commission
274 Or 49, 55 (1976)

(8) The proper test to determine whether there has been a compensable invasion of the individual's property rights is whether the interference with the use and enjoyment is sufficiently direct, sufficiently peculiar and of sufficient magnitude to support a conclusion that the interference has reduced the fair market value of the plaintiff's land by a sum certain in money. If so, justice ~~is~~ as between the State and the citizen requires the burden imposed to be born by the public and not by the individual alone.

Thornburg v. Port of Portland
233 Or 178 (1962-63)

Lincoln Loan v. State Highway Commission
274 Or 49, 56 (1976)

Thornburg et al v. Port of Portland
244 Or 69, 73 (1966)

(9) It is not necessary that the owner of property be actually dispossessed or that the property be completely destroyed in order to constitute a "taking" within the meaning of the constitutional provisions.

Morrison v. Clackamas County
141 Or 564, 569 (1932-33)

DATED this 21 day of April, 1986.

Respectfully submitted,

REDMAN, CARSKADON & BEMIS

James Carskadon Jr.

JAMES R. CARSKADON, JR., OSB# 62017
Of Attorneys for Plaintiff
10565 SE 23rd Ave.
Milwaukie, OR 97222
(503) 659-5335
Trial Attorney:
James R. Carskadon, Jr.

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL HEREOF

James Carskadon Jr.

Of Attorneys for Plaintiff

Form 81-734-3419 1598

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To LUKE JENSEN

File No. —

From MARTIN ABERO

Date 4/14/86

Subject BARKER FILE

This is the letter you requested about the Rainier Slide Hazard area from the Soil Conservation Service.

SP*25700-734

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TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

United States
Department of
Agriculture

Soil
Conservation
Service

1685 St. Helens Street
St. Helens, Oregon 97051

April 11, 1984

Gregory Mier 397-4555
Highway Division
Department of Transportation
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Mier:

According to our SCS Soils Maps, the soils by your project in the Rainier area that may be subject to sliding are Vernonia Silt Loam, Goble Silt Loam, Wald Silt Loam and Dowde Silt Loam.

Vernonia Silt Loam is situated over Oligocene sediments. These sediments are 40 to 60 inches below the surface and constitute a slip plane.

In Goble Silt Loam a fragipan exists at 30 to 45 inches below the surface. This is a layer of compacted silts that is impervious to water, causing the soil above it to slide.

Walde Silt Loam is 20 to 40 inches over Columbia River basalt. Water does not penetrate the basalt, thereby causing an unstable condition in the soil.

Dowde Silt Loam is a very deep soil and if a slip plane exists, it would be deeper than our Soil Survey sampling depth of six feet.

The entire City of Rainier sits on a series of geologic slumps and benches. There has always been a slide problem in Rainier and it existed thousands of years before settlement and highway construction. These problems are inherent to the soils in the area.

Over the years our agency, at the request of FmHA and other lending institutions, have made geologic and soils investigations on building sites in this area. In almost all of these instances, we have recommended against building because of poor soil stability.

Occasionally builders or contractors have contacted other lending institutions that were not aware of our recommendations and built on these sites. The result is that there have been severe slide problems where these homes now sit.

Normally we get one or two requests each year from homeowners in Rainier who would like us to help solve their slide problems.

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APR 2[illegible] 1984

...... MORE

Normally, sliding is caused by water being unable to penetrate a restrictive layer in the sub soil. This layer can be a fragipan, a hard pan, basalt, or marine sediments such as siltstone or sandstone. We attempt to correct this problem by intercepting the water with cross slope subsurface drains. We have achieved some success with this method, but it would be a difficult thing to guarantee, since sliding occurs in Rainier at varying depths and you can never be sure that you have cut off all of the water.

As to your particular problem, you may (or may not have) aggravated the sliding below the homes immediately adjacent to your construction project when you excavated out a portion of the hillside.

If you did aggravate the sliding, we feel that it would be only in the area immediately adjacent to your construction, since there has always been a sliding problem on that hill, even before there was a Rainier and a Highway 30.

A good way to prove this to yourself is to look at the curvature of the coniferous trees in the area above your project. Conifers are geocentric - they orient themselves to the earth's center of gravity. When the base of the tree moves, the top will realign itself perpendicular to the pull of gravity. There are a number of older trees above your project that are bent every which way. This shows that sliding has been occurring for a long time.

We appreciate this opportunity to be able to comment on your project and look at your problems.

If you have any additional questions or problems, please feel free to give us a call, or contact:

Russell W. Langridge, Area Soil Scientist
USDA - SCS
226 Hickory Avenue N. W.
Albany, Oregon
Phone: (503) 967-5931

Sincerely,

William Eagle

William Eagle
District Conservationist
SCS, St. Helens

c.c. Russell Langridge, Albany AO

WE:as

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APR 16 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9518 4-13-86

Ed,

Attached is a summary of movement recorded at Rainier. Also, a copy of the site plan with the locations highlighted for references. I didn't make copies of this information for the consultants.

Also, here is a relatively clean Site Plan for the attorney. Let me know if this is/is not what you wanted. Two copies of the Survey Monitor data and the reduced data are also attached, one for the attorney and one for the consultant*)

If you need anything else let me know. This will give you a rough idea of [illegible] stability at the site.

Liz

*I assumed you would give these to the people attending the Wednesday morning meeting.

Ranier Slide - Summary of Monitor Survey Data

EB 4/13 86

Following are locations of movement recorded at Ranier Slide greater than 0.2 ft between 1/85 and 4/86 - 1¼ year:
(Note: According to TRB, movement less than 0.2 ft/yr. is considered extremely slow)

Line	STA.	Movement	
"P"	15+50	0.23' (Lt.)	
"R"	402+07.35	0.22 (Rs.)	
	403 + 41.89	1.22 (Rs.)	
"O"	302+43.75	14.65 (Rs.)	(?)
"N"	202 + 11.45	1.62 (Rs.)	
	202 + 86.11	5.62 (Rs.)	
"M"	49 + 22$^{\underline{35}}$	3.48 (Rs.)	
	47 + 56$^{\underline{72}}$	2.22 (Rs.)	
"X"	—	—	

Note: Rs. - resultant
Lt. - Left
Rt. - Right

Rainier Slide - Summary of Monitor Survey Data

EB 4/13 86

Conclusions for recorded movement are discussed below for each respective line:

"P" Line: Located along the Columbia River Highway running East/West; The survey data is inconclusive since no definite trends have been recorded that is the data fluctuates.

"R" Line: Located at the Western section running Southwest/Northeast; The survey data indicates definite movement towards the north.

"O" Line: Located at the Eastern section running Southeast/Northwest; Survey data inconclusive since only latest reading indicates movement of any magnitude.

"N" Line: Located at the Eastern section running Southeast/Northwest; Survey data indicates movement increasing steadily. This is to be expected since the line passes through an area that has been identified as an active (localized?) slide zone. See location on site plan in relation to mapped head scarp.

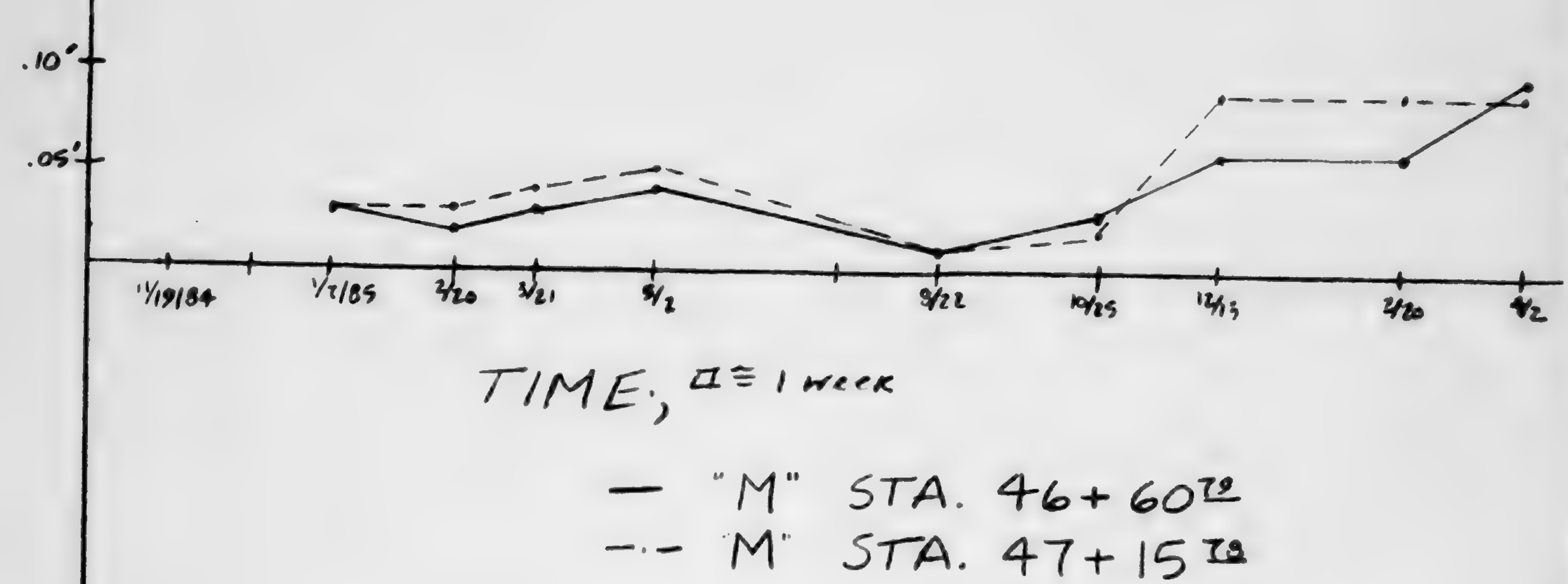
"M" Line: Located along the upper portion of the site running East/West; Survey data indicates progressive movement within identified slide areas.

Ranier Slide, Summary of Monitor Survey Data
EB 4/13 86

"X" Line: Located near "C" Street running East/West; No movement greater than 0.2 feet detected. Greatest recorded movement is a drift of 0.06' in April of 1986. "M" Line Stations $46+60^{79}$ and $47+15^{79}$ are located downslope from the identified movement. Plots of time versus horizontal displacement are attached of these "M" Line stations and "X" Line Stations 107+50 and 108+00 for comparisons. Magnitude of movement is relative since no record of movement along the line is recorded for the "X" line so the resultant movement cannot be calculated. By comparison, however, it appears that movement has been increasing along the "X" line starting in October of 1985. The movement is also recorded in the "M" line (north of the "X" line) where it also appears to be increasing since October, 1985. Relatively, movement along the "M" line appears to be greater than that along the "X" Line, however, there appears to be a relationship between when movement has been recorded.

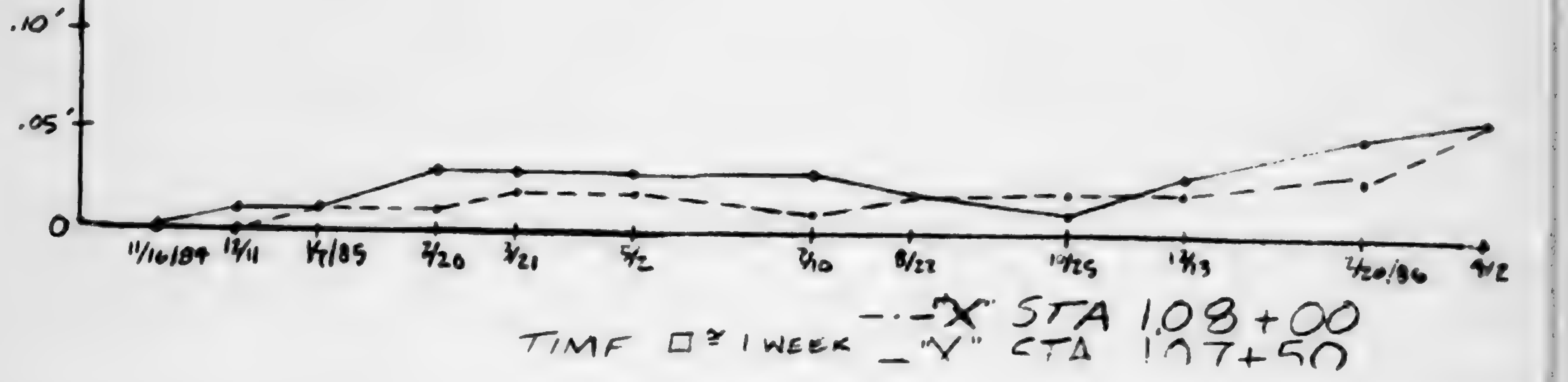
HORIZONTAL DISPLACEMENT

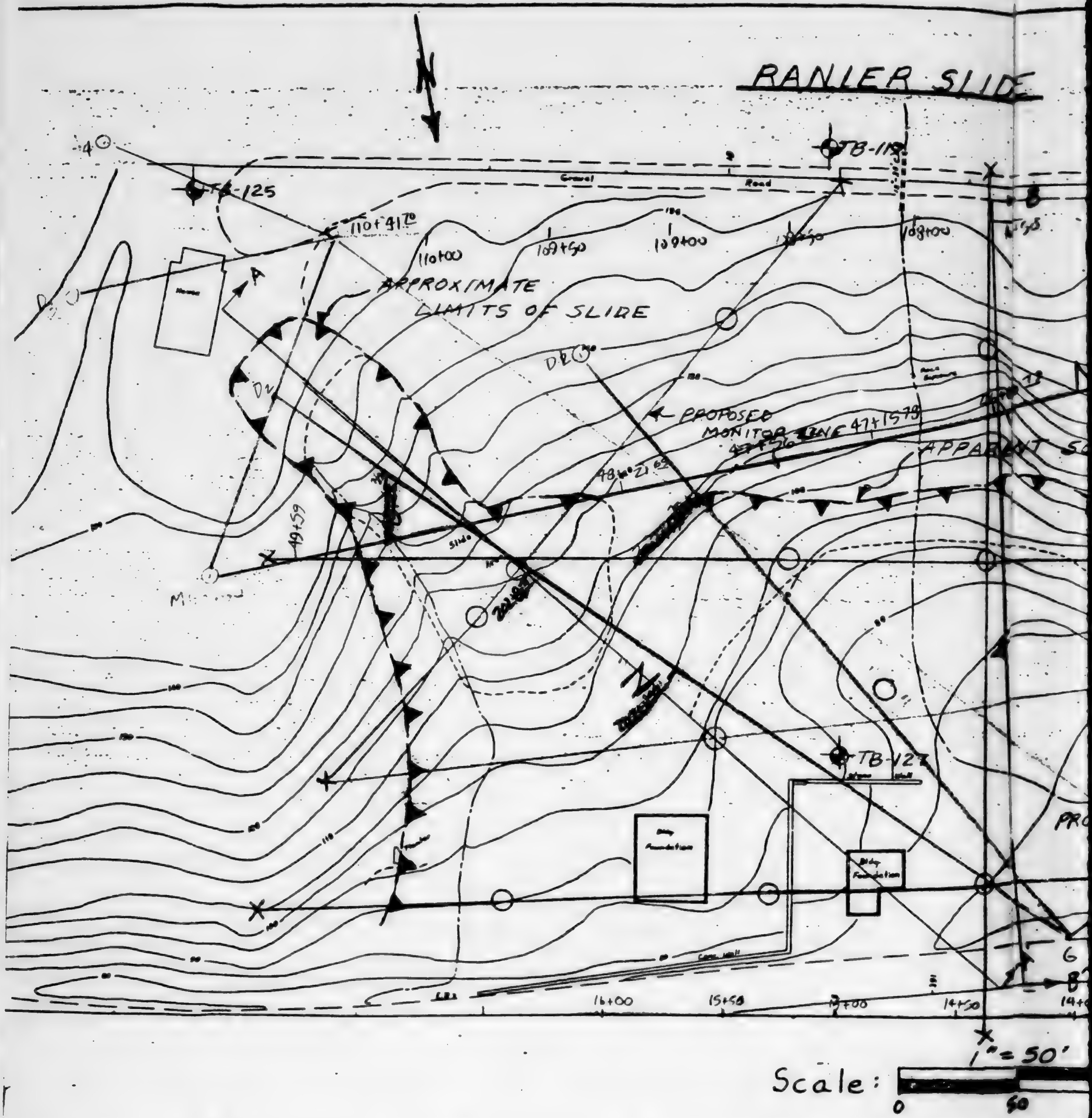
ALL MOVEMENT IS TO THE LEFT
(Does not include movement along the line)



HORIZONTAL DISPLACEMENT

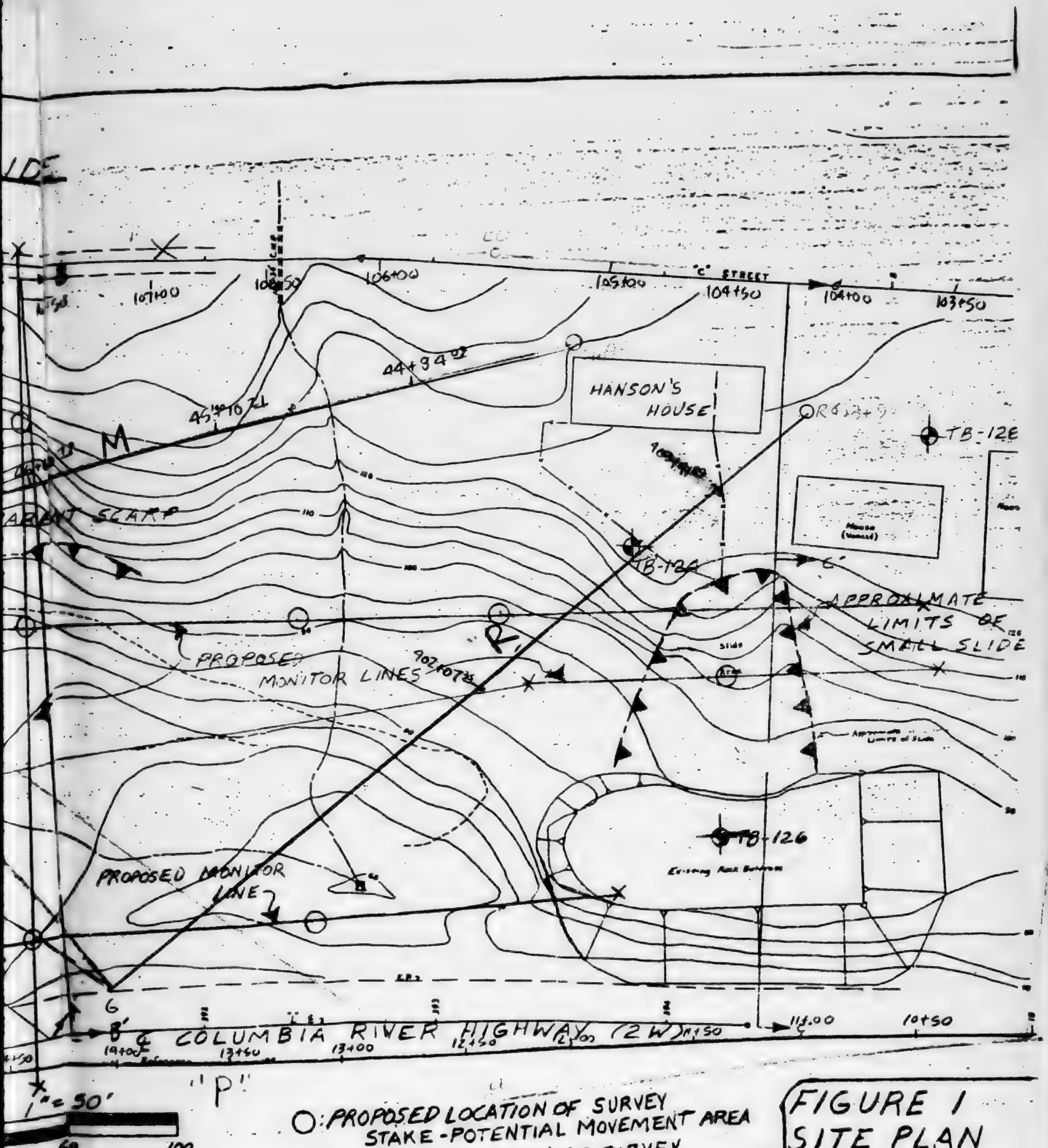
ALL MOVEMENT IS TO THE LEFT




RANIER SLIDE
N
TB-125
TB-119
TB-127
Gravel Road
110+41.70
110+00
109+50
109+00
108+50
108+00
APPROXIMATE LIMITS OF SLIDE
A
D2
DV
PROPOSED MONITOR LINE 47+15.79
48+21.82
49+59
APPARENT S
Slide
B
G
B'
16+00
15+50
15+00
14+50
14+0
Bldg Foundation
Bldg Foundation
PRO
1" = 50'
Scale:
0
50

April, 1986 Notes: Locations of lines are approximate

Highlighted areas are locations of Movement

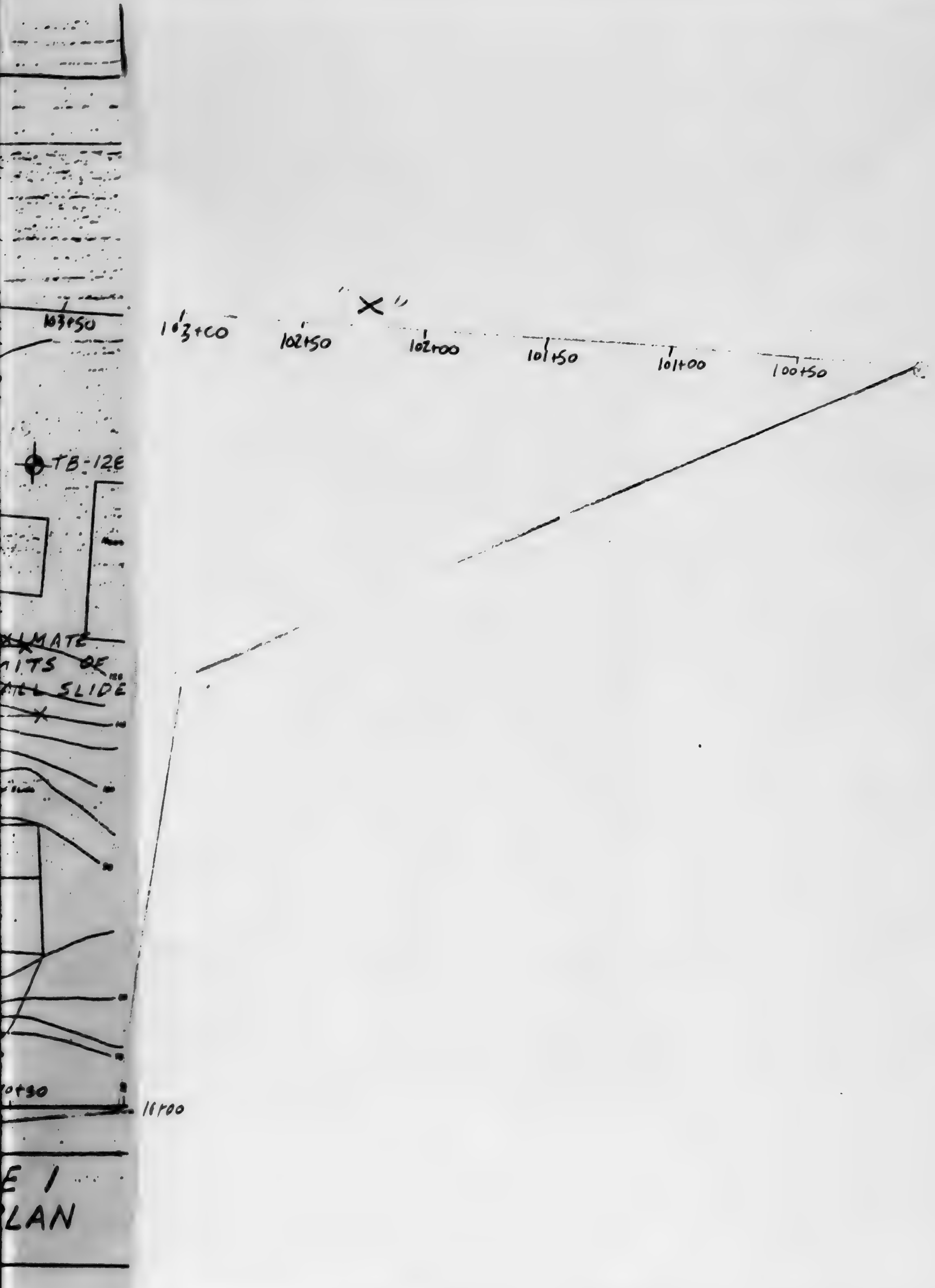

IDE
"C" STREET
107+00
106+50
106+00
105+00
104+50
104+00
103+50
44+84.02
45+10.71
M
ARENT SCARP
HANSON'S HOUSE
TB-126
TB-126
House (Vacant)
APPROXIMATE LIMITS OF SMALL SLIDE
Slide
Approximate Limits of Slide
PROPOSED MONITOR LINES
902+07.75
R
PROPOSED MONITOR LINE
TB-126
Existing Rock Buttress
6
6'
C COLUMBIA RIVER HIGHWAY (2 W)
14+00
13+50
13+00
12+50
12+00
11+50
11+00
10+50
"P"
1"=50'
50
100

O: PROPOSED LOCATION OF SURVEY STAKE - POTENTIAL MOVEMENT AREA

X: PROPOSED LOCATION OF SURVEY REFERENCE STAKE (STABLE AREA)

FIGURE 1
SITE PLAN

Movement 70.2'


"X"
103+50
103+00
102+50
102+00
101+50
101+00
100+50
TB-12E
XIMATE
MITS OF
ALL SLIDE
0+30
11+00
E 1
LAN

7581

11-[illegible]

Form 81-734-3419

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To LUKE JENSEN

File No. —

From MARTIN ABERO

Date 4/11/86

Subject BARKER LOT PARCELS (RAINIER INVERSE CONDEMNATION FILE)

Enclosed is the zoning information and a map showing the slide hazard area as designated by the City of Rainier. In essense, any site must have a engineering report saying that the site is stable, before it can be built on. The City approved the Slide Hazard area ordinance June 16, 1980.

SP*22700-734

Form 81-[illegible] 47

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Ranier Slide Monitor

			8/22/85				10/25/85				12/13/85				2/
STA			Lt	Rt	Dist	ΔDist	Lt	Rt	Dist	ΔDist	Lt	Rt	Dist	ΔDist	Lt.
Pt. DZ															
Pt. G															
402+07.39				.08	207.30	-.05		.06	207.29	-.06		.05	207.29	-.10	
403+41.89	R			.55	341.51	-.38		.51	341.53	-.31		.50	341.57	-.32	
403.93.25													313.27	-.02	
Pt. G.															
301+85.34				.04	185.23	-.11						.06	187.27	-.07	
302+43.75	O		.01		243.60	-.15						.04	243.59	-.16	.02
Pt. D1													316.92	-.09	
Pt. G= N line 200+00.00															
201+63.12				.01	163.09	-.08		.01	163.05	-.07		.01	163.03	-.09	
202+11.45		N		.49	210.47	+.02		.50	210.93	-.97		.50	210.95	-1.0	
202+96.11			.44		282.57	-3.54	.42		232.53	-3.53	.45		232.4[illegible]	-3.67	.52
Pt DZ									403.14	0			403.14	0	

itor R, O, N Lines

	2/20/86				4/2/86												SHEET .... OF .... SHEETS
ΔDi	Lt.	Rt.	Dist	ΔDist	Lt.	Rt.	Dist.	ΔDist	Lt.	Rt.	Dist.	ΔDist	Lt.	Rt.	Dist.	ΔDist	
-.10		.06	207.26	-.09		.10	207.15	-.20									
-.32		.52	341.59	-.30		.99	341.18	-.71									
-.02			393.24	-.01			393.24	-.01									
-.07		.08	185.23	-.11		.14											
-.16	.02		243.57	-.18	7.75		231.32	-12.43									
-.09			316.89	-.12			316.84	-.17									
-.09		.02	163.02	-.10		.03	162.93	-.19									
-1.0		.56	21031	-1.14		.72	210.03	-1.45									
-3.67	.52		231.53	-4.92	.60		230.53	-5.59									
0			408.15	+.01			408.15	+.01									

Form E-147-10

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Rainier Slide
Monitor

State Printing

			11/21/84			12/11 84				1/7/85	
Sta	Angle			Dist	Lt	Rt	Dist	LT	RT	DIST	LT
~~Pt D2~~											
~~Pt G~~	~~Rt 15 56 27~~	~~Pt G =~~	~~N 200+00.00, O 300+00.00, & R 400+00.00~~								
~~Pt D1~~	= Sight	for 'O' line									
Pt D2											
Pt G	Rt 119 39 06	Tangent Established 11/21/84 =	'R' 400+00.00								
R 402+07.35 ~~[illegible]~~				207.35		0.02	207.33		.02		
403+41.89				341.89		0.37	341.68		.40	Δ=-.22 341.67	
403+93.25				393.25			393.25				
[illegible]											
Pt G	Rt 15 56 27	Tangent Established 11/21/84	='O' 300+00.00								
O 301+85.34				185.34		0.02	185.32		.02	Δ=-.06 185.28	
O 302+43.75				243.75		0.02	243.71		.03	Δ=-.09 243.66	
Pt D 1				317.01			316.98				
Pt G =	'N' line	200+00.00									
201+63.12		Tangent Established 11/21/84		163.12			163.09			163.09	
202+11.45				211.45		0.07	211.29		.16	Δ=-.32 211.13	
202+86.11				286.11	0.10		285.40	.21		Δ=-1.51 284.60	.25
Pt D2			408.14				408.14				

R,O,N

SHEET ______ OF ______ SHEETS

185	2/21/85			3/21/85			5/2/85		
ST	LT	RT	DIST	LT	RT	DIST	LT	RT	DIST
		.03	-.04 207.31		.04	-0.06 207.29		.04	-0.05 207.30
=-.22 .67		0.47	-.53 341.36		.48	-0.26 341.63		.49	-0.29 341.60
			393.25			-0- 393.25			-0.07 393.18
Δ =-.06 .28		.05	-.07 185.27		.05	-0.10 185.24		.05	-.09 185.25
=-.09 3.66		.02	-.13 243.62	.03		-0.15 243.60	.03		-0.14 243.61
3.09		.01	-.05 163.07		0.02	-0.06 163.06		.02	-.08 163.04
-.32 .13		.21	-.40 211.05		0.27	-0.51 210.94		.46	-0.86 210.59
1.51 .60	.25		-1.94 284.17	0.30		-2.25 283.86	.40		-3.28 282.83

Form 734-3147

LUMNAR TABULATION SHEET
OREGON STATE HIGHWAY DIVISION

"M" LINE

	11/19/84			1/07/85				2/20/85			From initial ↓	3/21/85			
STA			DIST.	LT	RT	DIST	ΔDist	LT	RT	DIST	ΔDIST	LT	RT	DIST	ΔDist
$50+00$															
$49+59^{52}$			40.48	.02		40.49	+.01	.01		40.49	+.01	.02		40.49	+0.01
$49+22^{35}$			77.65	1.03		78.35	+.70	1.07		78.41	+.76	1.07		78.37	+.72
$48+21^{65}$			178.35	.01		178.32	-.03	.01		178.34	-0.01	0.00		178.35	-0-
$47+56^{72}$			243.28	.08		243.29	+.01	.13		243.26	-0.02	0.13		243.26	-0.02
$47+15^{78}$			284.42	.03		284.30	-.12	.03		284.44	+0.02	0.04		284.43	+0.01
$46+60^{79}$			339.21	.03		339.20	-.01	.02		339.20	-0.01	0.03		339.19	-0.02
$45+70^{21}$			429.79	.01		429.79	-0-	.01		429.83	+0.04	0.03		429.79	-0-
$44+84^{09}$			515.91	.04		515.93	+.02	.06		515.93	+0.02	0.07		515.94	+0.03
$44+09^{8}$			590.20												

SP*70720-734

5		5/2185								8/22/85				SHEET .... OF .... SHEETS			
ST	Δ Dist	LT	RT	DIST	ΔDIST					LT.	RT.	DIST.	Δ Dist				
.49	+0.01	.03		40.51	+.03					.01		40.52					
37	+.72	1.57		78.73	+.08					1.74		73.83					
.35	-0-	.03		178.34	-.01						0	178.35					
3.76	-0.02	.13		243.28	-0-					.11		243.27					
.43	+0.01	.05		284.42	-0-					.01		284.44					
9.19	-0.02	.04		339.18						.01		339.21					
29.79	-0-	.03		429.80							0	429.81					
5.94	+0.03	.07		515.91								—					

Form 734-3147

COLUMNAR TABULATION SHEET
OREGON STATE HIGHWAY
DIVISION

"M" Line

	10/25/85				12/13/85				2/20/86				4/2/9[illegible]				
STA	LT	RT	Dist	ΔDist	LT	RT	DIST	ΔDIST	LT	RT	DIST	ΔDIST	LT	RT	DIST	ΔDIST	LT
50+00																	
$49+59^{52}$		.02	40.52	+.04	.01		40.51	+.03	.01		40.55	+.05	.02		[illegible]	-.07	
$49+22^{35}$	1.74		78.87	+.22	1.8		78.87	+.22	2.52		79.48	+1.77	2.87		79.63	+1.97	
$48+21^{65}$	0		178.37	+.02	.03		178.35	-.01	.02		178.36	-.01	.02		178.35	-.02	
$47+56^{72}$	0.12		243.30	+.02	.13		243.26	-.02	.14		243.27	-.01	2.2		243.02	-.28	
$47+15^{79}$	.02		284.95	+.03	.09		284.93	+.01	.09		284.93	+.01	.09		284.94	+.02	
$46+60^{76}$	.03		339.22	+.01	.06		339.19	-.03	.06		339.17	-.09	.10		339.16	-.05	
$45+70^{21}$	.01		429.82	+.03	.06		429.79	0	.06		429.79	0	.06		429.78	-.01	
$44+84^{09}$	.07		515.91	0	.11		515.90	-.01	.10		515.89	-.02	.15		515.90	-.01	
$44+09^{85}$																	

SP*70728-734

SHEET .... OF .... SHEETS

DIST	LT	RT	DIST	ΔDIST	LT	RT	DIST	ΔDIST	LT	RT	DIST	ΔDIST	LT	RT	DIST	ΔDIST	
.37																	
.97																	
.02																	
.28																	
.02																	
.05																	
[illegible]																	
.01																	

Form 81-734-3147

RANILK

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Monitor "P" Line — [redacted]

EB

	10/25/85			12/13/85			2/2/86			4/2/86			
STA	LT	RT.	Elev	Lt.	Rt.	Elev	Lt.	Rt.	Elev	Lt.	Rt.	Elev	Lt.
10+60	π			---									
+50		.03	+.03 68.79		.03	+.03 68.79		.14	+.03 68.79		.03		
11+00	0		-.01 68.48		.01	0 68.49		.02	-.01 68.48	0			
+50	.03		-.01 68.46	.03		0 68.47	.04		+.01 68.48	.05			
12+00	.04		-.08 68.73	.04		-.05 68.76	.05		-.06 68.75	.06			
+50	0		-.15 68.79	.00		-.14 68.80	0		-.15 68.79	.03			
13+00	.02		-.14 69.94	.03		-.12 69.96	.04		-.14 69.94	.06			
+50	.04		-.10 71.03	.05		-.08 71.05	.05		-.09 71.04	.09			
14+00	.08		-.19 72.17	.09		-.18 72.18	.11		-.18 72.18	.14			
+50	.09		+.01 73.75	.10		+.05 73.79	.10		+.04 73.78	.15			
15+00	.09		+.02 74.92	.12		+.07 74.97	.14		+.06 74.96	.16			
+50	.18		0 76.06	.20		+.01 76.07	.22		0 76.06	.26			
16+00	.09		-.05 77.14	.09		-.01 77.18	.14		-.05 77.14	.18			
+50	0		-.01 78.82	0		+.02 78.85	0		0 78.83	.06			
17+00		.04	-.01 80.63		.06	+.03 80.67		.09	+.01 80.65	0			
+50		.09	-.01 82.22		.10	+.03 82.26		.12	0 82.23		.04		
18+00		.05	-.01 83.82		.06	+.03 83.86		.06	0 83.83		.02		
+50		.06	-.07 85.40		.06	-.02 85.45		.09	-.05 85.42		.05		
19+67.20	Sight								69.56				

SHEET .... OF .... SHEETS

Lt.	Rt.	Elev.	Lt.	Rt.	Elev.	Lt.	Rt.	Elev.	Lt.	Rt.	Elev.	

[redacted]

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Ranier Slide

Monitor "P" Line, Continued

	3/21/85			5/2/85			7/10/85			8/23/85		
STA	LT.	RT.	Elev.	LT	RT	ELEV.	LT	RT	Elev	LT	RT	Elev.
TBM 1			71.57									
TBM 2			71.18									
10												
+50		.03	-0- 68.76		.03	+0.01 68.77		.03	+.05 68.81			
11		.04	-0.04 68.45	-0-		-0.01 68.49		.01	+.04 68.53			
+50	.03		-0.02 68.45	.03		-0.01 68.46	.03		+.04 68.51			
12	.04		-0.08 68.73	.04		-0.07 68.74	.04		+.02 68.79			
+50	0.00		-0.17 68.79	-0-		-0.13 68.81	.01		+.10 68.84			
13	.04		-0.15 69.93	.04		-0.11 69.97	.09		-.07 70.01			
+50	.04		-0.10 71.03	.04		-[illegible] 71.05	.06		-.06 71.07			
14	.09		-0.18 72.18	.09		-0.16 72.20	.09		-.15 72.21			
+50	0.10		-0.01 73.73	.10		+0.02 73.76	.10		+.03 73.77			
15	0.11		+0.02 74.92	.11		+0.0[illegible] 74.95	.11		+.09 74.99			
+50	0.21		-0.04 76.02	.22		-0- 76.06	.23		+.05 76.11			
16	0.10		-0.09 77.11	.11		-0.04 77.15	.11		+.02 77.21			
+50	0.00		-0.02 78.81	-0-		+0.01 78.84	.10		+.07 78.90			
17		0.04	-0.02 80.62		.03	+0.02 80.66		.03	+.08 80.72			
+50		0.11	-0.05 82.18		.09	-0- 82.23		.07	+.06 82.29			
18		0.04	-0.03 83.80		.07	-0- 83.83		.05	+.07 83.90			
+50		0.06	-0.08 85.39		.08	-0.05 85.42		.04	+.02 85.49			
$19+67^{20}$	Start											

Form E-147—10M

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

Rainier Slide

Monitor "P" line

'P'

State Printing

	1-10-84			1-24-84			2/20/84			3/2/84		
Sta	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev
TBM 1			71.57	RR Spike in power Pole #517								
TBM 2			71.18	60d nail in power Pole #649								
10			69.34			69.33			69.34			69.34
+50			68.76		0.02	68.74		0.02	68.75		0.02	68.74
11			68.49		0.01	68.47		0.02	68.48		0.01	68.47
+50			68.47	0.03		68.47		0.02	68.46	0.03		68.45
12			68.81			68.79		0.01	68.78			68.77
+50	Tangent Line Established		68.94			68.94		0.01	68.91			68.90
13			70.08			70.08			70.06	0.02		70.06
+50			71.13			71.13			71.11	0.02		71.12
14			72.36			72.35			72.32	0.02		72.34
+50			73.74	0.01		73.73	0.03		73.73	0.07		73.75
15			74.90			74.89	0.04		74.90	0.07		74.91
+50			76.06			76.05	0.07		76.04	0.09		76.04
16			77.19		0.03	77.19			77.17	0.03		77.17
+50			78.83		0.05	78.85		0.03	78.84		0.03	78.83
17			80.64			80.64		0.04	80.64		0.03	80.63
+50			82.23		0.04	82.22		0.07	82.21		0.07	82.22
18			83.83		0.04	83.84		0.04	83.82		0.05	83.83
+50			85.47		0.04	85.45		0.04	85.44		0.05	85.45
19+67^{70}												
Closure						-0.01			0.00			0.00

SHEET ...

3/2/84		3/16/84			4/2/84			4/16/84			5/16/84	
Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt
	69.34			69.35			69.35			69.37		
0.02	68.74		0.02	68.76		0.03	68.76		0.02	68.78		0.03
0.01	68.47		0.02	68.48		0.03	68.48		0.01	68.50		0.02
	68.45	0.02		68.47	0.02		68.46	0.03		68.49	0.02	
	68.77		0.01	68.78		0.02	68.77			68.79		0.02
	68.90		0.01	68.90		0.02	68.89			68.91		0.01
	70.06			70.06			70.05	0.02		70.07		
	71.12	0.01		71.12			71.12	0.03		71.13	0.01	
	72.34			72.33			72.32	0.03		72.33	0.03	
	73.75	0.04		73.75	0.04		73.75	0.08		73.77	0.07	
	74.91	0.03		74.91	0.05		74.92	0.07		74.93	0.08	
	76.04	0.06		76.05	0.07		76.05	0.12		76.08	0.12	
	77.17		0.01	77.17			77.17	0.05		77.20		0.04
0.03	78.83		0.06	78.84		0.07	78.84		0.03	78.87		0.03
0.03	80.63		0.06	80.64		0.06	80.65		0.05	80.68		0.05
0.07	82.22		0.10	82.22		0.13	82.23		0.10	82.25		0.10
0.05	83.83		0.07	83.84		0.08	83.34		0.06	83.86		0.06
0.05	85.45		0.06	85.45		0.08	85.46		0.05	85.48		0.06
	0.00			0.00			+0.01			+0.02		

Form E-147—10M

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Rainier Slide

Monitor 'P' line

/84 SHEET ...... OF ...... State Printing

	6/1/84			7/10/84			8/6/84			9/4/84		
Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt
	TBM		71.57			71.57			71.57			71.57	
69.38			69.36			69.36			69.36			69.38	
68.80		0.03	68.77		0.03	68.77		0.03	68.77		0.03	68.79	
68.53		0.02	68.49		0.04	68.50		0.01	68.50		0.01	68.53	
68.52	0.02		68.48	0.03		68.48	0.03		68.47	0.04		68.51	0.04
68.82		0.01	68.78		0.02 ~~0.01~~	68.78			68.77			68.81	
68.92		0.01	68.88	0.01	~~0.01~~	68.86			68.85			68.89	
70.08	0.01		70.05	0.02		70.04	0.02		70.03	0.02		70.05	0.02
71.14	0.01		71.12	0.03		71.10	0.04		71.10	0.03		71.12	0.03
72.32	0.03		72.29	0.03		72.26	0.07		72.25	0.06		72.26	0.07
73.79	0.07		73.76	0.07		73.76	0.09		73.76	0.09		73.77	0.08
74.97	0.09		74.94	0.09		74.93	0.10		74.93	0.10		74.98	0.08
76.10	0.14		76.06	0.16		76.06	0.16		76.06	0.16		76.11	0.15
77.21	0.06		77.17	0.07		77.16	0.08		77.15	0.08		77.23	0.08
78.89		0.01	78.85	0.00		78.85			78.84			78.90	
80.70		0.05	80.66		0.06	80.66		0.03	80.65		0.03	80.71	
82.27		0.10	82.24		0.09	82.24		0.10	82.23		0.09	82.29	
83.88		0.05	83.85		0.05	83.85		0.05	83.85		0.05	83.90	
85.49		0.06	85.46		0.06	85.46		0.04	85.46		0.04	85.50	
0.00			0.00			-0.02			+0.01			+0.01	

EET

line

	9/4/84			10/16/84			11/16/84			12/11/84 1/11 ✓			1/7/85		
ev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	
57			71.57			71.57			71.57						
6			69.38			69.38			69.38			69.39			6
7		0.03	68.79		0.03	68.79		0.03	68.81		0.02	68.80		.02	6
50		0.01	68.53		0.02	68.52		0.02	68.54		0.01	68.53		.01	6
47	0.04		68.51	0.04		68.50	0.03		68.51	0.04		68.51	.09		6
7			68.81			68.80			68.82			68.91	.01		6
5			68.89			68.87			68.88	0.01		68.87	.02		6
3	0.02		70.05	0.02		70.03	0.02		70.05	0.03		70.04	.04		6
10	0.03		71.12	0.03		71.10	0.03		71.11	0.05		71.11	.05		71
5	0.06		72.26	0.07		72.25	0.07		72.26	0.08		72.25	.10		7
76	0.09		73.77	0.08		73.77	0.08		73.78	0.09		73.79	.11		7
3	0.10		74.98	0.08		74.96	0.10		74.99	0.10		75.00	.13		74
06	0.16		76.11	0.15		76.09	0.16		76.11	0.20		76.12	.20		76
15	0.08		77.23	0.08		77.20	0.08		77.22	0.10		77.23	.12		77
84			78.90		0.03	78.89		0.02	78.92			78.92	.02		7
5		0.03	80.71		0.06	80.69		0.06	80.72		0.03	80.73		.01	8
3		0.09	82.29		0.12	82.27		0.10	82.30		0.11	82.30		.07	8
35		0.05	83.90		0.08	83.88		0.06	83.90		0.06	83.91		.03	8
46		0.04	85.50		0.07	85.48		0.06	85.50		0.05	85.51		.02	8
1			+0.01			-0.02			-0.01			-0.01			

SHEET .... OF .... SHEETS

4	11/16/84			12/11/84 ✓			1/7/85			2/20/85		
ev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev
57			71.57									
.38	-		69.38			69.39			69.36			69.39
79		0.03	68.81		0.02	68.80		.02	68.77		.03	68.90
52		0.02	68.54		0.01	68.53		.01	68.49		.02	68.53
.50	0.03		68.51	0.04		68.51	.04		68.47	.03		68.51
80			68.82			68.81	.01		68.76	.04		68.79
87			68.88	0.01		68.87	.02		68.81	-0-		68.85
.03	0.02		70.05	0.03		70.04	.04		69.99	.03		70.02
.10	0.03		71.11	0.05		71.11	.05		71.07	.06		71.08
.25	0.07		72.26	0.08		72.25	.10		72.22	.09		72.22
.77	0.08		73.78	0.09		73.79	.11		73.76	.09		73.77
96	0.10		74.99	0.10		75.00	.13		74.94	.10		74.98
.09	0.16		76.11	0.20		76.12	.20		76.06	.20		76.09
7.20	0.08		77.22	0.10		77.23	.12		77.16	.10		77.20
.89		0.02	78.92			78.92	.02		78.84	-0-		78.88
.69		0.06	80.72		0.03	80.73		.01	80.66		.04	80.70
.27		0.10	82.30		0.11	82.30		.07	82.23		.09	82.26
3.88		0.06	83.90		0.06	83.91		.03	83.85		.06	83.87
5.48		0.06	85.50		0.05	85.51		.02	85.46		.06	—
02			-0.01			-0.01						

COLUMNAR TABULATION SHEET

Rainier Slide

Monitor P Line

State Printing	1-10-84			1-24-84			2/20/84			3/2/84			
Sta	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt
TBM 1			71.57	RR Spike in power Pole #517									
TBM 2			71.18	60d nail in power Pole #647									
10			[illegible]			[illegible]			[illegible]			[illegible]	
+50			[illegible]			[illegible]		0.02	[illegible]		[illegible]	[illegible]	
11			[illegible]			[illegible]		0.02	[illegible]		[illegible]	[illegible]	
+50			[illegible]	[illegible]		[illegible]		0.02		[illegible]		[illegible]	[illegible]
12			[illegible]			[illegible]		0.01	[illegible]			[illegible]	
+50	Tangent Line Established		[illegible]			[illegible]		0.01				[illegible]	
13			[illegible]			[illegible]				[illegible]			
+50			[illegible]			[illegible]			[illegible]	[illegible]			[illegible]
14			[illegible]			[illegible]			[illegible]	[illegible]		[illegible]	
+50			[illegible]			[illegible]	0.03		[illegible]	[illegible]		[illegible]	[illegible]
15			[illegible]			[illegible]	0.04		[illegible]	[illegible]		[illegible]	[illegible]
+50						[illegible]	0.07		[illegible]	[illegible]		[illegible]	[illegible]
16				[illegible]		[illegible]			[illegible]	[illegible]		[illegible]	
+50					[illegible]	[illegible]		0.03	[illegible]		[illegible]	[illegible]	
17						[illegible]		0.04					
+50			[illegible]			[illegible]		0.05	[illegible]		[illegible]	[illegible]	
18					[illegible]	[illegible]		0.04	[illegible]		[illegible]	[illegible]	
+50			[illegible]		[illegible]	[illegible]		0.04	[illegible]		[illegible]	[illegible]	
						[illegible]							

SHEET .... OF .... SHEETS

3/16/84		4/2/84		4/16/84		5/16/84	
Lt . Rt	Elev	Lt Rt	Elev	Lt Rt	Elev	Lt Rt	Elev
					[illegible]		[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]				[illegible]	[illegible]	[illegible]
	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]			[illegible]		[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]		[illegible]		[illegible]		[illegible]

COLUMNAR TABULATION SHEET

Rainier Slide

Monitor

ate Pri 6/1/84			7/10/84											
t	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Ele
B	M	71.57												
		69.36			69.36									
	0.03	68.77		0.03	68.77									
	0.02	68.49		0.02	68.50									
02		68.48	0.03		68.48									
	0.01	68.78		0.00 ~~0.01~~	68.78									
	0.01	68.88	0.01	~~0.01~~	68.86									
01		70.05	0.02		70.04									
01		71.12	0.03		71.10									
03		72.29	0.03		72.26									
07		73.76	0.07		73.76									
09		74.94	0.09		74.93									
14		76.06	0.16		76.06									
06		77.17	0.07		77.16									
	0.01	78.85	0.00		78.85									
	0.05	80.66		0.06	80.66									
	0.10	82.24		0.09	82.24									
	0.05	83.85		0.05	83.85									
	0.06	85.46		0.06	85.46									
		0.00			-0.02									

SHEET .... OF .... SHEETS

t	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Eler	Lt	Rt	Elev

Form 81-734-3147

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Ranier Slide Moni

"X" LINE

	2/20/86			4/2/86		
STA.	Lt	Rt	Elev	Lt	Rt	Elev
L.A.						
B x 100+00^{24}			+.31 119.46			
+50		0	0 121.57		0	-.01 121.56
101		.01	-.01 124.03		.02	-.02 124.02
+50		0	126.32		0	126.30
102		0	0 128.66	.01		-.01 128.65
+50						
103		0	+.01 131.62		0	0 131.61
+50		.01	+.02 133.77		.01	0 133.75
104	.01		+.01 136.46	.01		-.01 136.44
+50		0	+.02 139.56		0	0 139.54
105		0	+.02 142.33		0	0 142.31
+52^{28}		*				
106	.02		0 147.09	.02		-.02 147.02
+50	.03		-.01 147.39	.03		-.02 147.38
107	.02		+.01 149.34	.02		-.01 149.32
+50	.05		-.02 151.07	.06		-.04 151.05
108	.03		-.01 151.81	[illegible]		-.02 151.80
+50		0	-.02 153.70	.02		-.03 153.69
109		0	+.04 155.76	[illegible]		+.01 [illegible]
+50	.01		+.01 156.96	[illegible]		-.01 [illegible]
110		0	-.01 [illegible]	[illegible]		-.01 [illegible]
[illegible]+41^{73}			-.01 [illegible]			

Monitor

SHEET .... OF .... SHEETS

Form 734-3147

COLUMNAR TABULATION SHEET
OREGON STATE HIGHWAY
DIVISION

"X" LINE

	1/7/85			2/20/85			3/21/85			5-2-85			7
STA.	LT	RT	Elev.	LT	RT	Elev	LT	RT	Elev.	LT	RT	Elev	Lt.
L.A.													
LB = X 100+00.00			-.01 119.14			-0.01 119 13	-0-				-0-	119.15	
+50			0 121.57			+0.02 121 59	-0-		121.57	-0-		121.57	
101			0 124.04			+0.02 124 06	-0-		124.04	-0-		124.04	
+50			0 126.31			126 33	-0-		126.32	-0-		+.01 126.33	
102			-.01 128.65			+0.02 128.68	-0-		+0.01 128.67	-0-		-.01 128.65	
+50													
103			0 131.61	.01		+0.03 131.64	-0-		+0.02 131.63	-0-		-.01 131.62	
+50			-.01 133.74			+0.04 133.79	-0-		-0.02 133.77	-0-		~~-.01~~ 133.75	
104			-.01 136.44	.01		+0.04 136.49	-0-		+0.02 136.47	-0-		-.01 136.44	
+50			-.03 139.51			+0.03 139.57	-0-		0.05 139.57	-0-		~~+.00~~ 139.5[illegible]	
105			-.03 142.28			+0.04 142.35	-0-		+0.0[illegible] 142.35	-0-		~~0~~ 142.[illegible]1	
+52.72			-.03 145.27			-0.06 145.24	-0-						
106			-.05 146.99	.01		+0.04 147.08	-0-		+0.01 147.05	.01		-.02 147.02	.0
+50			-.03 147.37	.01		+0.06 147.44	-0-		+0.05 147.43	.01		-.01 147.39	.01
107	.01		-.04 149.29	.01		+0.04 149.37	0.02		+0.02 149.35	.02		-.01 149.32	.02
+50	.01		-.09 151.05	.03		+0.05 151.12	0.03		151.09	.03		-.02 151.07	.0
108	.01		-.03 151.78	.01		+0.02 151.84	0.02		+0.02 151.84	.02		-.02 151.80	.01
+50			-.04 153.68			+0.04 153.76	-0-		+0.01 153.73	.01		-.01 153.71	
109			-.02 155.70			+0.09 155.81	0.01		155.75	.01		-.02 155.74	
+50	.02		-.02 156.93	.01		+0.07 157.02	0.01		+0.01 156.96	.02		-.01 156.9[illegible]	
110			-.04 159.05	.02		+0.05 159.14	0.02		159.09	.02		159.[illegible]	
110+41.70			-.03 160.00			+0.03 160.07	Set		160.04			+.01 160.0[illegible]	
			[illegible] 0.05			Possible Movement occuring							

SP*70728-734

12-13-85
SHEET .... OF .... SHEETS

5	7-10-85			8-22-85			10-25-85			12-13-85			
lev	Lt.	Rt.	Elev	Lt.	Rt.	Elev.	Lt.	Rt.	Elev	Lt	Rt	Elev	
9.15			-.01 119.14										
21.57	0		0 121.57	0		-.02 121.55	0		121.55	0		121.57	
24.04		.01	0 124.04	0		-.02 124.02	0		-.02 124.02	0		-.02 124.02	
+.01 26.33	0		-.01 126.30	0		-.05 126.26	0		0 126.31	0		0 126.31	
-.01 28.65	0		+.02 128.68	0		-.02 128.64	0		128.65	0		-.01 128.65	
+.01 31.62	0		+.02 131.63	0		-.02 131.59		0	0 131.61	.01		+.01 131.62	
~~-.01~~ 33.75	0		+.01 133.76	0		-.02 133.73		.01	133.75	0		+.00 133.75	
-.01 36.44	0		+.02 136.47	.01		-.02 136.43	.01		136.45	.01		-.01 136.44	
~~+.00~~ 39.5[illegible]	0		+.02 139.56		0	-.01 139.53		0	139.56		0	0 139.59	
0 42.31	0		+.09 142.39	0		-.02 142.29		0	5 142.33		0	0 142.31	
-.02 47.02	.01		+.0L 147.05			-.04 147.00	.01		147.03	.02		-.03 147.01	
-.01 47.39	.01		+.03 147.43			-.03 147.37	.01		147.90	.02		-.01 147.39	
-.01 49.32	.02		+.03 149.36	.01		-.30 149.30	.01		149.33	.03		-.01 149.32	
-.02 51.07	.03		0 151.09	.02		151.03	.01		151.05	.03		-.05 151.04	
-.02 51.80	.01		+.01 151.83	.02		151.78	.02		151.81	.02		-.03 151.79	
-.01 53.71			+.02 153.74		0	153.68		0	153.70	.01		-.04 153.60	
+.02 55.74			+.06 155.78	.01		155.72		0	155.73		0	-.05 155.77	
-.01 56.94			+.04 156.95	.02		156.92		0	156.94	.01		-.02 156.93	
9.0[illegible]			+.04 15[illegible]	.01		159.04		0	159.05		0	-.05 159.04	
+.01 [illegible]			+.05 [illegible]									-.05 159.83	

COLUMNAR TABULATION SHEET

Rainier Slide
Monitor
7 line

State Printing	5/10/83			11/84						
Sta	Lt	Rt	Elev	Lt	Rt	Elev				
[illegible]										
[illegible]										
[illegible]			[illegible]			[illegible]			119.13	
7° [illegible]										
+50			[illegible]			[illegible]			121.58	
101			[illegible]			[illegible]			124.06	
+50						[illegible]			126.33	
102			[illegible]						128.68	
103			[illegible]			[illegible]			131.67	
+50			[illegible]			[illegible]			133.81	
104			[illegible]	[illegible]		[illegible]	0.02		136.51	
+50			[illegible]	[illegible]		[illegible]			139.61	
105			[illegible]			[illegible]			142.39	
L.C. [illegible]			[illegible]						145.40	
72° [illegible]										
106			[illegible]			[illegible]	0.01		147.13	
[illegible]			[illegible]			[illegible]			147.50	
107			[illegible]			[illegible]			149.44	
+			[illegible]			[illegible]			151.20	
[illegible]			[illegible]			[illegible]			151.97	
+			[illegible]	[illegible]		[illegible]			153.37	
[illegible]			[illegible]			[illegible]			155.35	
[illegible]			[illegible]			[illegible]			157.10	
[illegible]			[illegible]						[illegible]	
[illegible]									160.18	

COLUMNAR TABULATION SHEET

Power Slide
Monitor
Y line

State Printing

Sta.								Dist	Elev
10.34 [illegible] 1° C	[illegible]	[illegible]							
[illegible]	[illegible]	[illegible]							
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37 53 15	123.94	144.26
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	113 33 12	92.33	155.71
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	168 59 02	109.93	159.20
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	150 55 51	102.71	193.07

Not good closure 0.06

Hamer Slide Monitor

Elevation
℄ line

State Printing

	5/16/83			6/1/84			7/10/84			8/6/84			
Sta	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt
: A													
: B = 100+00.00 Rt			119.15			119.14			119.15			119.13	
27° 18' 43"													
+50			121.57			121.57			121.53	0.01		121.55	
101			124.04			124.03			124.06			124.03	
+50						126.31			126.33			126.28	
102			128.66						128.68	0.01		128.65	
+50													
103			131.61			131.62			131.65	0.01		131.60	
+50			133.75			133.75			133.81			133.75	
104			136.45	0.02		136.44	0.02		136.51	0.02		136.45	0.01
+50			139.54	0.01		139.54			139.61			139.55	
105			142.31			142.31			142.33			142.31	
: C 105+52.28 Rt			145.30						145.40			145.29	
72° 20' 32"													
106			147.04			147.02	0.01		147.13	0.01		147.04	
+50			147.40			147.39			147.59			147.40	
107			149.33			149.32			[illegible]	0.01		149.33	
+50			151.09			151.08			151.23			151.09	
108			151.82			151.81			[illegible]			151.83	
+50			153.72		0.01	153.71			153.87			153.73	
109			155.72			155.71			155.87	0.01		155.74	
+50			156.95			156.95			157.10	0.02		156.97	0.01
110			159.09			159.08			[illegible]	0.02		159.11	0.01
: D 110+41.70			160.03						160.12			160.05	
closure						-0.01			+0.06			-0.03	

Tangent line established

SHEET .... OF .... SHEETS

9/6/84			10/16/84			11/16/84			12/11/84			
Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	Lt	Rt	Elev	
		119.14			119.12			119.14			119.12	
	27° 18' [illegible] 42"		Rt 27° 18' 42"									
		121.57	0.01		121.57			121.58			121.57	
	0.01	124.04			124.05			124.10			124.05	
		126.29			126.32			126.37			126.32	
		128.67			128.67			128.71			128.69	
		131.63			131.65	0.01		131.70			131.64	
		133.79			133.79			133.84			133.78	
0.01		136.47	0.01		136.48	0.01		136.57			136.48	
		139.56			139.58			139.66			139.57	
		142.34			142.36			142.44			142.36	
		145.33			145.33			145.45			145.34	
			Rt 172° 20' 42"									
		147.05	0.01		147.09			147.19	0.01		147.09	
		147.43			147.45			147.57	0.01		147.45	
		149.35			149.37	0.01		149.49	0.01		149.38	
		151.09			151.11			151.24	0.01		151.11	
		151.84			151.85			151.97			151.86	
		153.75			153.76			153.88			153.78	
		155.76			155.77			155.93			155.78	
0.01		156.99			156.99			157.16	0.01		157.01	
0.01		159.12			159.12			159.28			~~153.19~~	159.13
		160.07			160.08			160.17			160.10	
		-0.01			+0.02			+0.03			+0.01	

9548

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT March 31, 1986	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-1(25)
COMPLETION DATE (Actual) November 2, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY November 28, 1984	TIME ELAPSED 100 %	CONTRACT TIME 200 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RAINER SLIDE
COLUMBIA RIVER HIGHWAY
Slide Repair

This project provided for removing some unstable material in an old slide just east of Rainier on the Columbia River Highway. The original plan was to backfill the area with a lightweight, wood chip backfill. During the excavation, sliding started on the uphill side of the excavation, under the detour area and uphill from the site. It was decided to go to an alternate that had been considered during the design phase, a rock embankment.

The final cost of $822,305 is 11 percent over the authorization.

NOTED
W. E. SCHWARTZ

- TPL -

RECEIVED
STATE HWY ENGR
APR 3 '86
REFER TO Fredrickson
FOR
Info | R/W | File

Cy 4/4

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 4/2/86	TITLE Field Operations Engineer	DATE 4/2/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9577 3/1/86

RAINIER SLIDE

✓ 1 - map, showing slide cracks and boring locations

1 - plan, showing monitor lines

1 - set of x-sections

12 - black and white aerial photos (8" x 10")

Hole logs for borings TB-59, 113, 116, 117, 118, 119, 120, 121, 122, 125, 126, 127, 128, 129, 130, 131

5 - graphs for TB-119

5 - Tabulation sheets for monitor lines

1 - Report from George Machan (11-9-84)

Inclinometer work sheets for TB-119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129

Complete sets of inclinometer readings for TB-59, 113, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131.

3/1/86

This DATA Goes With Barker v State

The readings are from the Inclinometer Test holes – [show earth movement or lack thereof

Lee

February 28, 1986

Kenneth Rolfe
Regional Right of Way Supervisor
Oregon Highway Division
2400 S.E. Mailwell
Milwaukie, OR 97222

Re: Charles Barker v. State (DOT)
Columbia Co. Cir. Ct. No. 31503

Dear Ken:

As you probably recall, I have been handling the Barker inverse condemnation case. Barker is represented by Dick Bemis and Jim Carskadon of Milwaukie. They seek $30,000 for the alleged taking of lateral support and all economic use of his unimproved lots in Ranier. I have been working with Clarence Eshelman in preparing our defense, and also with consulting geologist L. R. (Rad) Squire. John McCulloch is on the case with me and has planned to try it.

The trial date is set for April 22, 1986. We need to have some field work done to locate and photograph all the evidence of prior and historic sliding in the section of Ranier adjacent to and above the subject property. We would also like to obtain the same information in as close a vicinity as possible but not influenced by the location of the Colubmia River Highway. We need to locate or prepare a map that ties into the subject property and extends to the area where the slide activities are located and photographed.

Although I will be "long gone" after tomorrow, Clarence Eshelman could work with your people on setting out this assignment. I would appreciate it if you and your staff could do the field work and prepare the exhibits for John McCulloch.

Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH/jep
cc: John R. McCulloch, Jr.
J. B. Boyd

February 28, 1986

Roger Hansen
Appraisal Supervisor
115 Transportation Building
Salem, OR 97310

Re: Charles Barker v. State (DOT)
Columbia Co. Cir. Ct. No. 31503

Dear Roger:

The referenced case is an inverse condemnation filed by Richard C. Bemis alleging loss of lateral support caused by highway construction and that the entire economic value of plaintiff's property was taken in the amount of $30,000. Subject lots are unimproved and are located in a historic slide area in Ranier, Oregon. Following 1983 highway construction in Ranier, there was sliding on adjacent properties. We acquired several parcels between the Columbia River Highway and "C" Street. To this time, we have not found indications of sliding above "C" Street.

Metro Region Geologist Clarence Eshelman installed some test holes with enometer tubes including one adjacent to subject property. Although it has not been confirmed, there appears to be some evidence of soil movement in the area of that particular test hole. If soil movement is confirmed at that point, we may wish to negotiate with plaintiff for the acquisition of his property. Please have the subject Barker property appraised by a staff appraiser. I believe that Marvin McEldowney and his crew has appraised other properties in this immediate area. Please have the appraisal made without contacting Mr. Barker or his attorneys. Because it is unimproved property, the appraiser should have no difficulty in keeping the appraisal confidential.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH/jep
cc: John R. McCulloch, Jr.
J. B. Boyd
Marvin McEldowney

1594

STATE OF OREGON

INTEROFFICE MEMO

TO: John R. McCulloch, Jr.
Chief Trial Counsel

DATE: February 28, 1986

FROM: Leslie B. Hampton LBH
Special Assistant Attorney General

SUBJECT: Barker v. State (DOT)
Columbia Co. Cir. Ct. No. 31503

As you know, the referenced inverse condemnation case involves a property in the "Ranier Slide Area" in Columbia County. Plaintiff seeks $30,000 damages to unimproved lots in the city of Ranier. Plaintiff alleged that 1983 highway construction removed the lateral support of adjacent properties and caused slides in the immediate vicinity of the plaintiff's land.

The referenced 1983 construction was to the Columbia River Highway to relocate and stabilize that highway. During and following construction, sliding was caused on properties adjacent to the highway right of way. The State acquired several parcels located between "C" Street and the highway right of way. The subject lots border the opposite side of "C" Street. The Highway Division Regional Geologist, Clarence Eshelman, has reported no evidence of sliding above "C" Street. To monitor the stability of lands adjacent to the highway and to "C" Street, the Regional Geologist installed test holes with inclinometer tubes. By periodic readings, the geologist can detect any earth movement affecting the test holes. One test hole immediately adjacent to the subject lots produced some evidence of soil movement. However, that evidence may be within the tolerances of the equipment, unless subsequent readings confirm soil movement. As you know, we retained consulting geologist L. R. Squire whose preliminary report supports our position.

The subject property is located in a historic slide area. There is substantial evidence of sliding in the Ranier area, including the area of the subject property. Prior to the April 22, 1986 trial date, we will need to survey, photograph, and locate on a map all evidence of past sliding. I have asked Right of Way Supervisor Ken Rolfe to accomplish that task. I

81-125-1387

also believe we should have the subject lots appraised by a staff appraiser for the Highway Division. In the event earth movement about "C" Street is confirmed, we may want to negotiate with plaintiff's attorneys (Richard C. Bemis and James Carskadon). Incidently, all of the inclinometer readings have been supplied to plaintiff's counsel. They have talked about having an engineer to review the data but they may or may not have one.

In conclusion, this case has been assigned to you and me. You should consider your schedule and whether you still wish to try this case. In either event, you may want to add an attorney to assist you in preparing the case and/or to try the case.

LBH/jep

cc: J. B. Boyd
Kenneth Rolfe
Clarence Eshelman

or to try the case if it's not set over.

1298

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

February 28, 1986

Kenneth Rolfe
Regional Right of Way Supervisor
Oregon Highway Division
2400 S.E. Mailwell
Milwaukie, OR 97222

Re: Charles Barker v. State (DOT)
Columbia Co. Cir. Ct. No. 31503

Dear Ken:

As you probably recall, I have been handling the Barker inverse condemnation case. Barker is represented by Dick Bemis and Jim Carskadon of Milwaukie. They seek $30,000 for the alleged taking of lateral support and all economic use of his unimproved lots in Ranier. I have been working with Clarence Eshelman in preparing our defense, and also with consulting geologist L. R. (Rad) Squire. John McCulloch is on the case with me and has planned to try it.

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Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH/jep
cc: John R. McCulloch, Jr.
J. B. Boyd

1-72

REDMAN, CARSKADON & BEMIS
ATTORNEYS AT LAW
10565 S. E. 23RD AVENUE
MILWAUKIE, OREGON 97222
(503) 659-5335

JAMES E. REDMAN
JAMES R. CARSKADON, JR.
RICHARD C. BEMIS

SUNRIVER OFFICE:
P.O. BOX 3343
SUNRIVER, OREGON 97707
(503) 593-8717

December 20, 1985

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Barker v. State of Oregon
Case No. 31503

Dear Les:

I have received the notice from the Columbia County Circuit Court Administrator that the above captioned has been reset for trial on March 25, 1986. It also indicates a pre-trial conference for March 7, 1986. I would appreciate your making arrangements to provide me with the discovery which we have discussed by telephone a couple of times prior to your retiring from the Department. I don't know exactly when that occurs but rumor has it that you are retiring within the next few weeks or so and I would like to get that taken care of before you leave.

I am enclosing a copy of this letter so that you can place it in the Ron Foreman file and I would appreciate, again, before you leave if you would review that file and see if a determination can be made on liability so that we can get it settled before you leave or at least get it on its way to settlement before you retire. I believe you have all of the information and photographs at your disposal. I'm sure with your long experience in this field you know how difficult it is to "re-educate" another lawyer on this. As you know, I feel strongly that this is an extension of the problem that you recognized in compensating adjacent land owners for the damages they sustained because of the construction of the road. Even if we can't agree on the amount, if we can at least agree on liability, we can continue to work with your replacement on adequate compensation.

I'm sure retirement is really going to be touch but I'll bet you figure out a way to thoroughly enjoy it. Good luck and continued success.

Very truly yours,

Jim Carskadon

James R. Carskadon, Jr.

JRC:dmt
Enclosure for Ron Foreman file

RAINIER SLIDE

- ✓ 1 - map, showing slide cracks and boring locations
- ✓ 1 - plan, showing monitor lines
- ✓ 1 - set of x-sections
- ✓ 12 - black and white aerial photos (8" x 10")
- ✓ Hole logs for borings TB-59, 113, 116, 117, 118, 119, 120, 121, 122, 125, 126, 127, 128, 129, 130, 131
- ✓ 5 - graphs for TB-119
- ✓ 5 - Tabulation sheets for monitor lines
- ✓ 1 - Report from George Machan (11-9-84)
- ✓ Inclinometer work sheets for TB-119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129
- ✓ Complete sets of inclinometer readings for TB-59, 113, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131.

006528

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

9597

SPEED MEMO

FILE CODES: C9598

HIGHWAY DIVISION	TO: George Machan Geotechnical Supervisor Salem
SUBJECT: Rainier Slide	FROM: E.J. Dunn Proj. Mgr.
DATE: 8/23/85	

Attached find copies of field notes for the monitoring work done 8/22/85.

No movement noted by this office.

CC: Eskelman

RECEIVED
AUG 26 1985
GEOTECHNICAL GROUP
ODOT Highway Division

Leo G. Goldsby
Asst. Proj. Mgr.

(SIGNATURE)

PLEASE REPLY HERE

CC: ______________________ ______________________ (SIGNATURE) ______________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 3 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 COPIES INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.

734-3320 (Rev. 8-84)

1

"P" Time Started 8-22-85 Party R. Singh
M. Cleghorn
E. Roberts
D. Thackery
M. Heddinger

Project RAINIER SLIDE MONITOR

STA	∡ RT		DIST	DESCRIPTION
19+67^{70} (Sight)				P.K
10+00^{00} (π)	1) 4°52'39" 2) 4°52'40" AV) 4°52'40"			P.K
Pt. G			402.51	HT

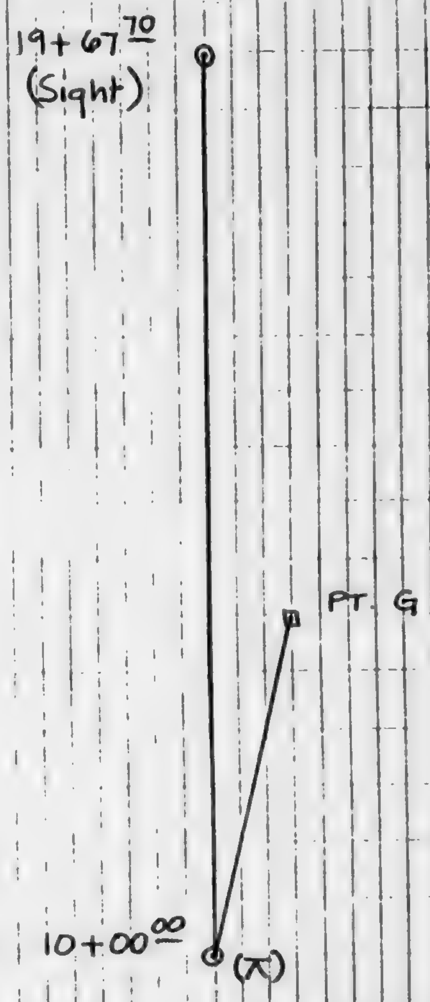
S-411

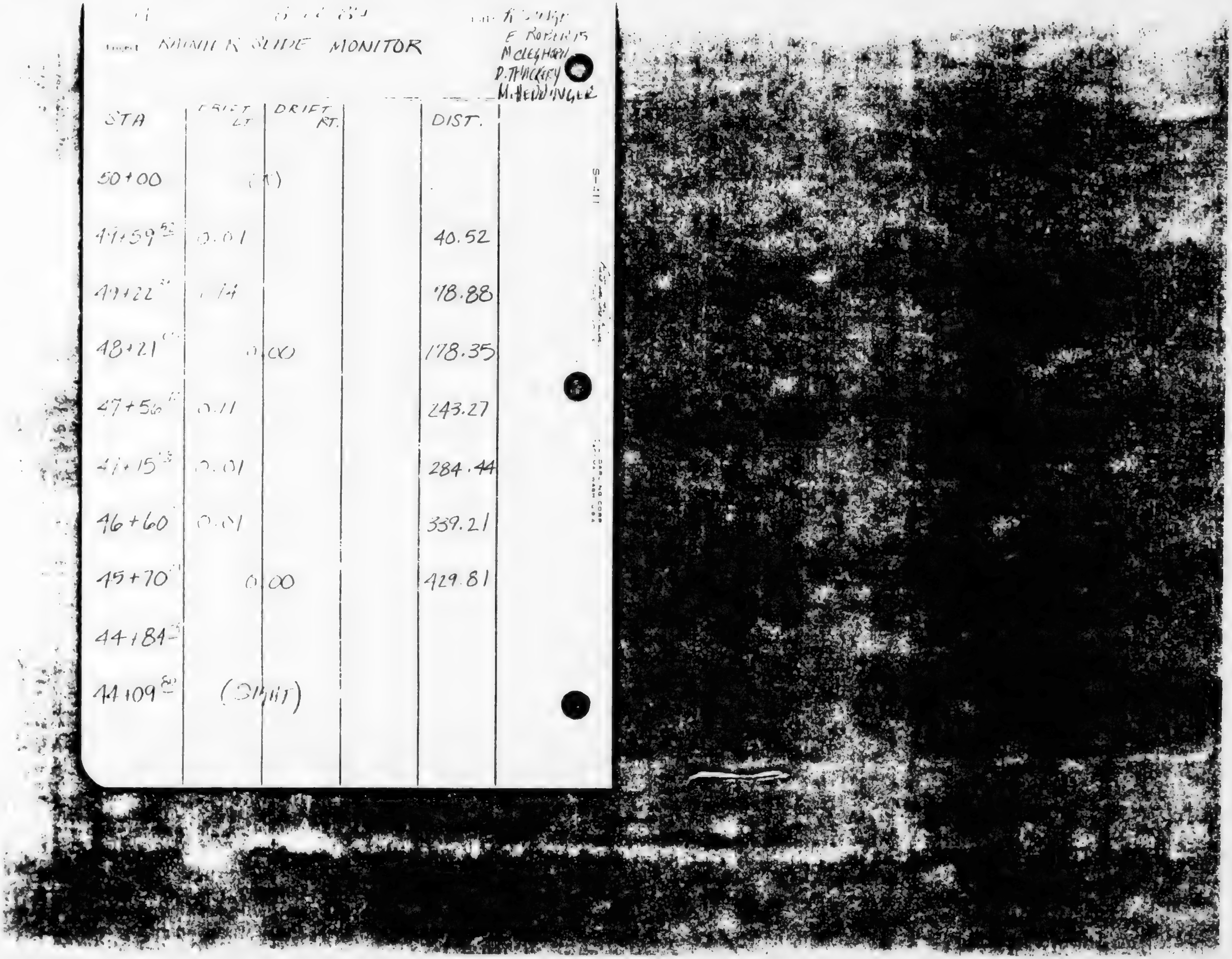
Rite in the Rain

J. L. DARLING CORP TACOMA WASH USA

TRANSIT SHEET

T2000 SUNNY 70°F

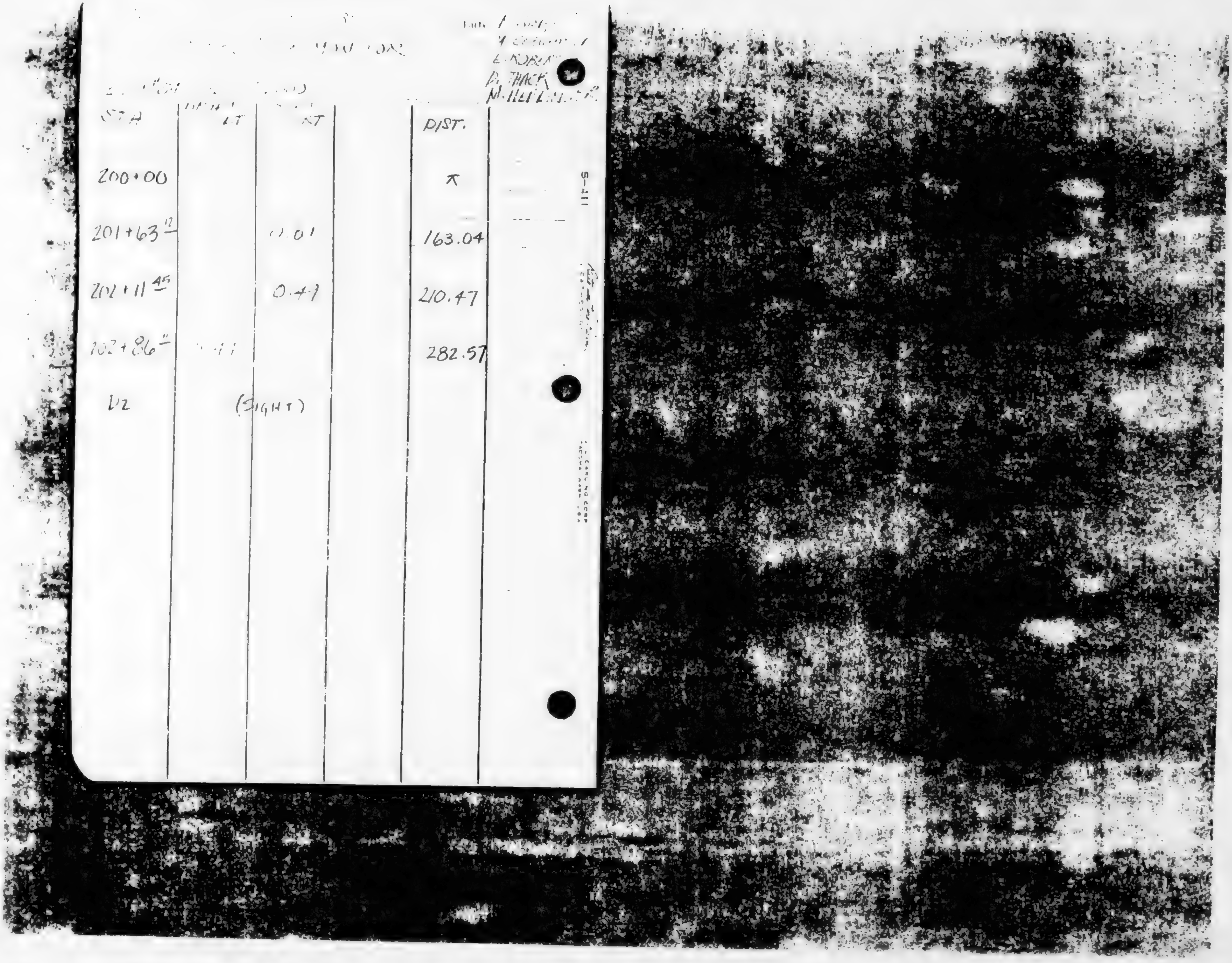




RAINIER SLIDE MONITOR

E Roberts
M Cleghorn
D. Thackery
M. Heddinger

STA	DRIFT LT	DRIFT RT.		DIST.
50+00		(R)		
$49+59^{52}$	0.01			40.52
49+22	.14			78.88
48+21		0.00		178.35
47+56	0.11			243.27
47+15	0.01			284.44
46+60	0.01			339.21
45+70		0.00		429.81
44+84				
$44+09^{80}$		(SPLIT)		



[illegible]

[illegible]
B. THACK
M. [illegible]

STA	LT	RT		DIST.
200+00				π
201+63^{12}		0.01		163.04
202+11^{45}		0.47		210.47
202+86$^{=}$	[illegible]			282.57
V2		(SIGHT)		

S-411

J. L. DARLING CORP
TACOMA WASH USA

[illegible]

[illegible] MONITOR

Party K. SINGH
N CLEGHORN
E. NOBERT
D. THICKERY
M. HEDDINGETT

STA	[illegible] LT	[illegible] RT		DIST	
300+00		(T)			
301+85.34		0.04		185.23	
[illegible]	[illegible]			145.60	
[illegible]		[illegible] RT)			

S-411
Rite in the Rain
J. L. DARLING CORP
TACOMA WASH USA

[illegible] O-

[illegible] [illegible] [illegible] MONITOR

Party R [illegible]
M CLEGHORN
C ROBE[illegible]
D THACKE[illegible]
M HEIDINGER

[illegible]TA	[illegible] LT	[illegible] RT		DIST
400+00	([illegible])			
402+01[illegible]		0.08		207.30
40[illegible]+41[illegible]		[illegible]		341.51
40[illegible]+13[illegible]	([illegible] RT)			

S-411

Rite in the Rain

J. L. DARLING CORP
TACOMA WASH USA

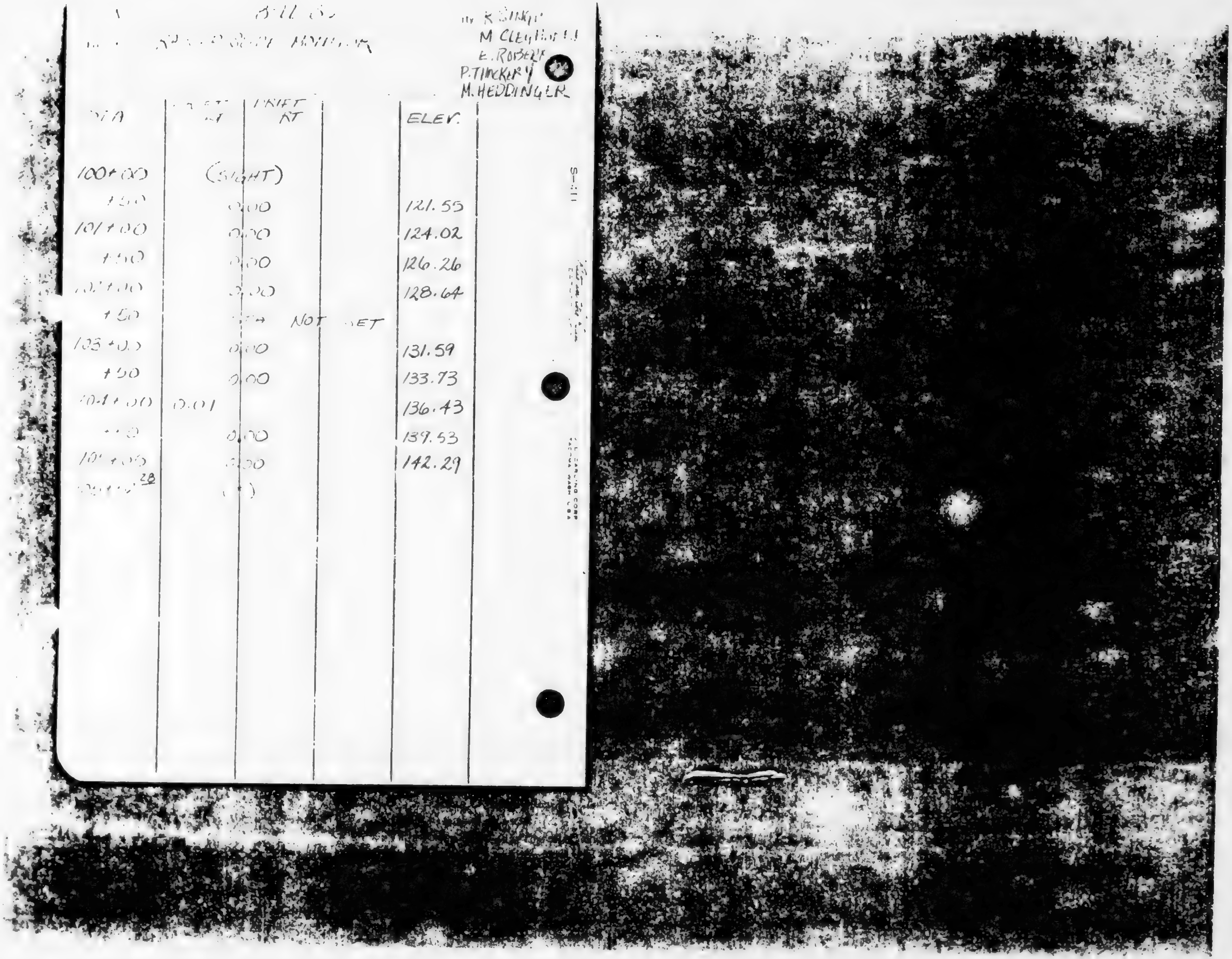
TRANSIT SHEET

AUGUST 22, 1985

"X" LINE CHECK

RAINIER SLIDE MONITOR

CREW: R SINGH
M. CLEGHORN
E. ROBERTS
D. THACKERY
M. HEDDINGER



[illegible]

[illegible]

[illegible] K[illegible]
M CLEGHORN
E. ROBERTS
P. TINCKERY
M. HEDDINGER

STA	DRIFT LT	DRIFT RT		ELEV.
100+00	(SIGHT)			
+50		0.00		121.55
101+00		0.00		124.02
+50		0.00		126.26
102+00		0.00		128.64
+50		[illegible]	NOT SET	
103+00		0.00		131.59
+50		0.00		133.73
104+00	0.01			136.43
+50		0.00		139.53
105+00		0.00		142.29
[illegible]28		([illegible])		

S-311

Rite in the Rain

J. L. DARLING CORP
TACOMA, WASH. U.S.A.

6-22-83

RAINIER SLIDE MONITOR

K. SINGH
E. ROBERTS
H. CLEGHORN
M. HEDDINGER
D. THACKERY

STA	DRIFT LT	DRIFT RT		ELEV.
$105+92^{28}$		(A)		
106+00		0.00		147.00
+50		0.00		147.37
107+00	0.01			149.30
+50	0.02			151.03
108+00	0.02			151.78
+50		0.00		153.68
109+00	[illegible]			155.72
+50	0.02			156.92
110+00	0.01			157.04
[illegible]+41	([illegible])			

S-411
Rite in the Rain
J. L. DARLING CORP
TACOMA WASH USA

X Date 8-2-80 Party R. SINGH

Proj. RAIN[illegible] SLIDE MONITOR

E. ROBERTS
D. THACKE
M. CL[illegible]
M. HEDDINGER

INTERIOR

STA	∆ LT	∆ RT	DIST	DESC.	ELEV.
D₁		37°54'03"	123.86		144.06
D₂		113°33'04"	92.81		155.54
D₃		163°59'58"	109.94		159.01
D₄	150°55'32"		102.12		179.91
'M' 50+00.00		112°14'55"	151.97		155.34

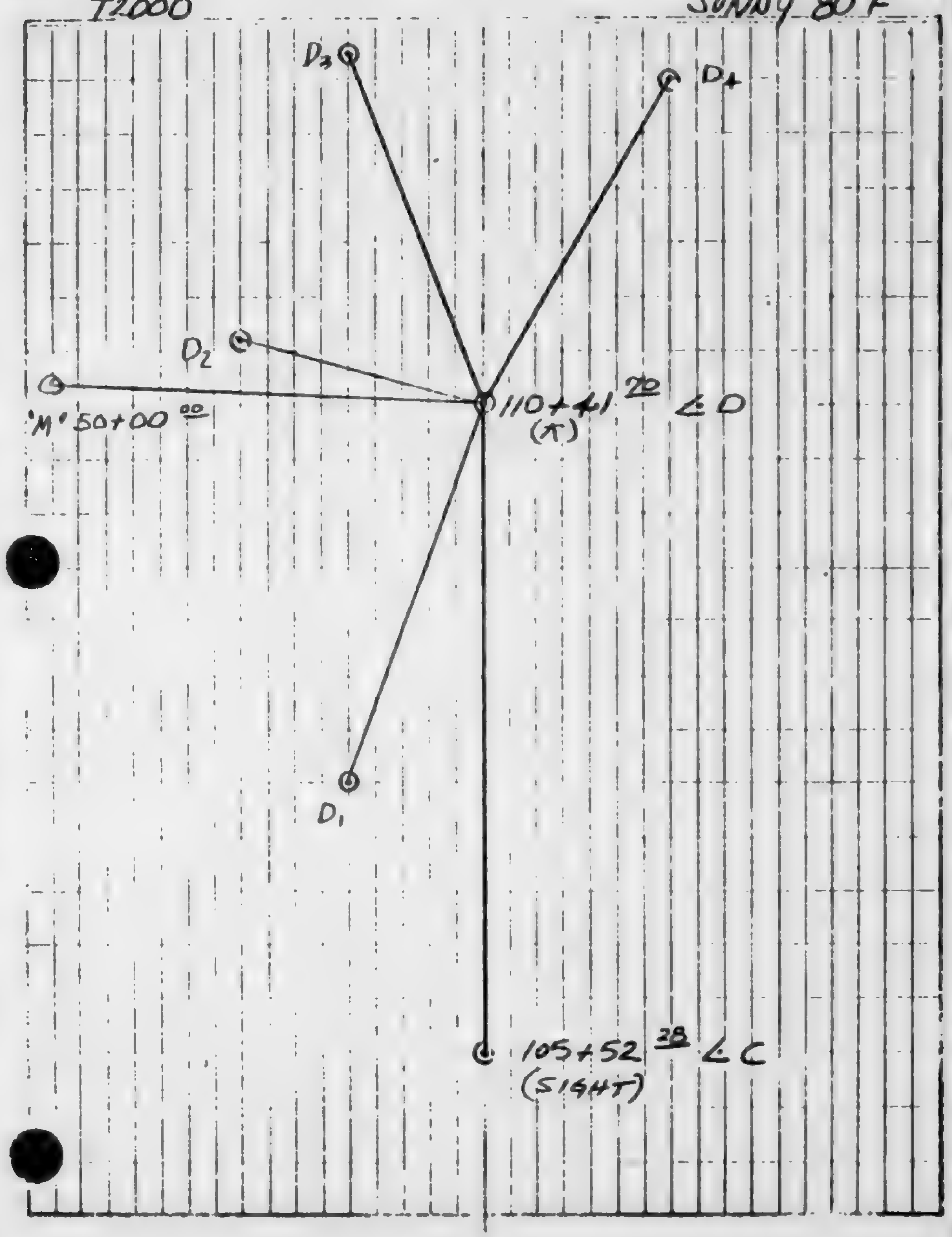
S-411

"Rite in the Rain" WEATHERPROOF

J. L. DARLING CORP TACOMA WASH U.S.A.

TRANSIT SHEET

T2000 SUNNY 80°F


D₃
D₄
D₂
'M' 50+00.00
110+41.20 ∠D
(T)
D₁
105+52.38 ∠C
(SIGHT)

OREGON STATE HIGHWAY DIVISION

SUBJECT: Slide monitoring

DATE: October 31, 1985

TO: Goerge Machan
Geotechnical Engineer

FROM: E. J. Dunn
Proj. Mgr.

Enclosed find field notes (Copies) for the Ranier Slide & Motts Curve Slide dtd 10-25 and 10-28, 1985.

No significant movement noted by this office.

Leo A. Goldsby
Leo A. Goldsby
Asst. Proj. Mgr.

RECEIVED
NOV 1 1985
GEOTECHNICAL GROUP
ODOT Highway Division

(SIGNATURE)

~~PLEASE REPLY HERE~~

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RAINIER SLIDE MONITOR
'P' LINE CHECK
10-25-85

10 25 85

[illegible] RAINIER SLIDE MONITOR

Party [illegible]
M. CLEGHORN
D. KAISER
P. RATHOU

STA	DRIFT LT	DRIFT RT	ELEV.	
$10+00^{00}$	(*)			
+50		0.03	68.79	
11+00		0.00	68.48	DAMAGED
+50	0.03		68.46	
12+00	0.04		68.73	
+50		0.00	68.79	
13+00	0.02		69.94	DAMAGED
+50	0.04		71.03	
14+00	0.08		72.17	
+50	0.09		73.75	
15+00	0.09		74.92	
+50	0.18		76.06	
16+00	0.07		77.14	
+50		0.00	78.82	
17+00		0.04	80.63	
+50		0.07	82.22	
18+00		0.05	83.82	
+50		0.06	85.40	
$19+67^{70}$	(SIGHT)			

①

SHEET

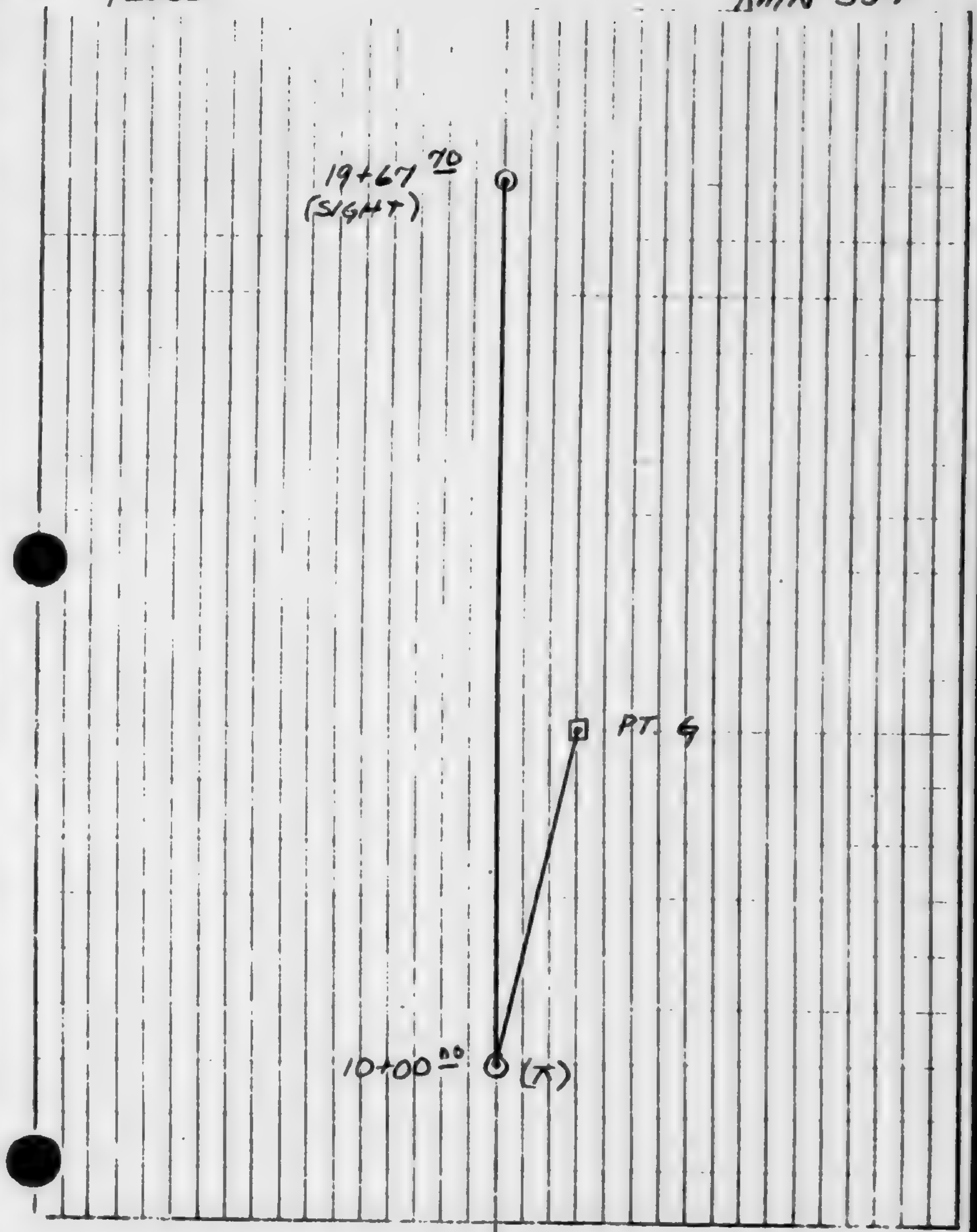
RAINIER SLIDE MONITOR

N. CLEGHORN
D. KAISET
T. RAMIOD

STA	Δ RT		DIST	DESCRIPTION
$19+67^{\underline{70}}$ (SIGHT)				P.K.
$10+00^{\underline{00}}$ (⊼)	1) 4°52'41" 2) 4°52'38" M. 4°52'40"			P.K.
PT. 6			402.52	H.T

T2000

RAIN 55°F


19+67 70
(SIGHT)
PT. 6
10+00 00
(⊼)

[illegible]-5-83

RAINIER [illegible] MONITOR

R. SINGH
M. CLEGHORN
D. KAISER
P. KATIOR

LAST PAGE

'M' LINE CHECK

10-25-85

[illegible] 0-2 [illegible] R. SINGH
[illegible] MONITOR M.CLEGHORN
D.MAIER
P.RAIRD

STA	OFFSET LT	OFFSET RT		DIST.	ELEV.
50+00	(*)				
49+59^{52}		0.02		40.52	147.42
49+2[illegible]	1.74			78.87	138.31
48+21^{65}		[illegible]		178.37	132.01
47+56^{72}	[illegible]			243.30	125.10
47+15$^{[illegible]}$	[illegible]			284.45	121.63
46+60$^{[illegible]}$	[illegible]			339.22	127.00
[illegible]^{21}	[illegible]			429.82	139.36
44+84$^{[illegible]}$	[illegible]			515.91	136.19
44+19^{80}	(SIGHT)				

N' LINE CHECK

10-25-85

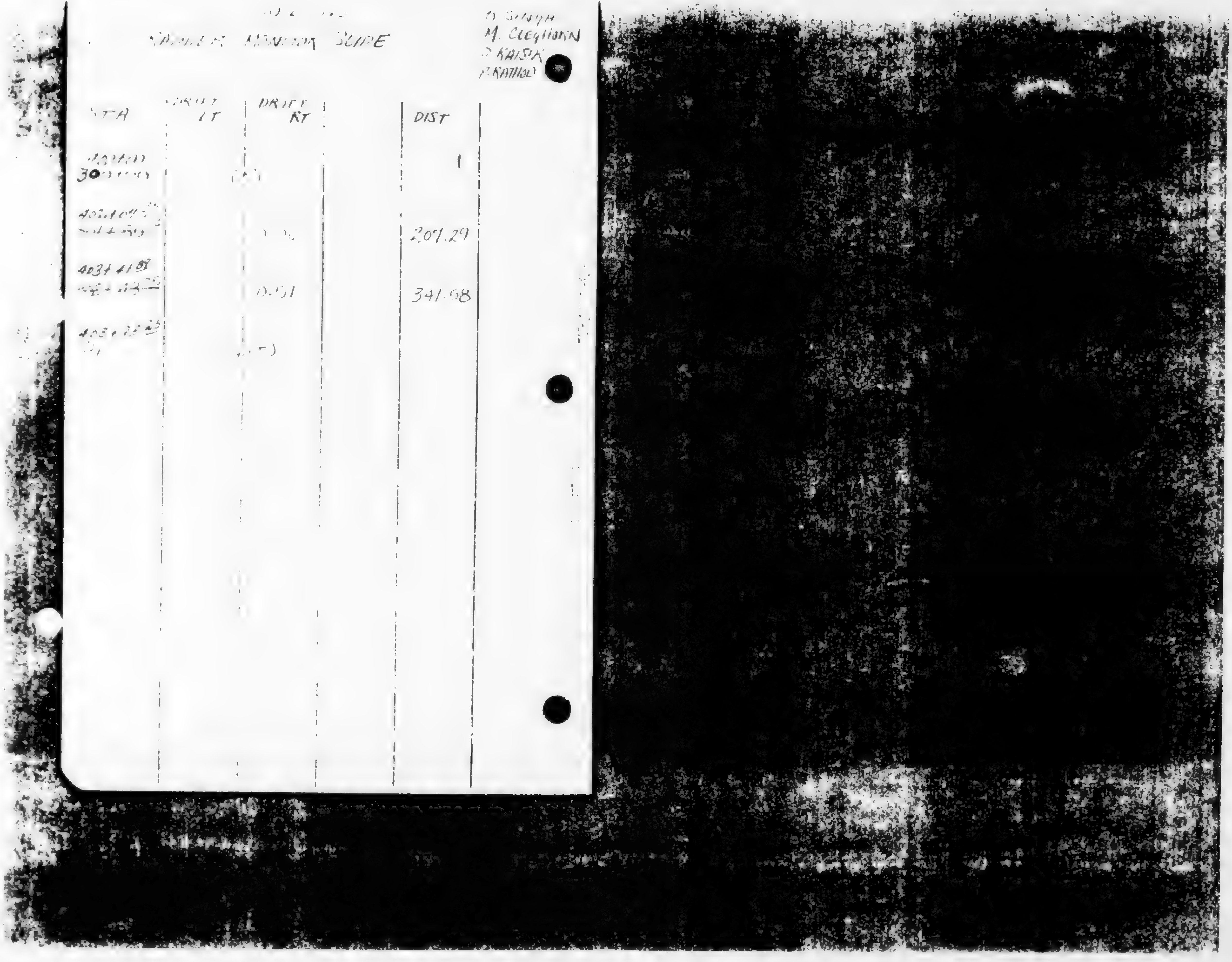
[illegible] MONITOR

M. [illegible]
D KAIS[illegible]

STA	[illegible]	DRIFT KT		DIST
200+00		[illegible]		
201+[illegible]		0.01		163.05
[illegible]		0.50		210.48
[illegible]	[illegible]			282.58
[illegible]				408.14

'R' LINE CHECK

10-25-85



[illegible]

[illegible] MONITOR SLIDE

A. SINGH
M. CLEGHORN
[illegible] KAISIK
P. KATHOL

STA	DRIFT LT	DRIFT RT		DIST
[illegible] 30[illegible]		(+)		1
403+0[illegible] [illegible]		[illegible]		207.29
403+41.81 [illegible]+13[illegible]		0.51		341.58
403+[illegible] [illegible]		(+)		

10-25-85

'X' LINE CHECK

RAINIER SLIDE MONITOR

CREW: R. SINGH
M. CLEGHORN
D. KHISER
P. RATHOD

[illegible]

RAINIER SLIDE MONITOR

[illegible] SINGH
M CLEGHORN
D. KAISER
P. RATHKE

STA	DRIFT LT	DRIFT RT		ELEV.
100+00	(SIGHT)			
+50	0.00			121.55
101+00	0.00			124.02
+50	0.00			126.31
102+00	0.00			128.65
+50	STA	NOT	SET	-
103+00	0.00			131.61
+50		0.01		133.75
104+00	0.01			136.45
+50	0.00			139.56
105+00	0.00			142.33
105+52$^{\underline{28}}$	(T)			

[illegible] SHEET

RAIN 55°F

RAINIER SLIDE MONITOR

A.SINGH
M.CLEGHORN
P.KAISH
P.KAHO

STA	DRIFT LT	DRIFT RT		ELEV.
105+42.28	(X)			
106+00	0.01			147.03
+50	0.01			147.40
107+00	0.01			149.33
+50	0.01			151.05
108+00	0.02			151.81
+50	0.00			153.70
109+00	0.00			155.73
+50	0.00			156.94
110+00	0.00			159.05
110+41.20	(SIGHT)			

X 10-25-89

RAINIER SLIDE MONITOR

K. SINGH
M. CLEGHORN
D. KAISER
P. RATHS

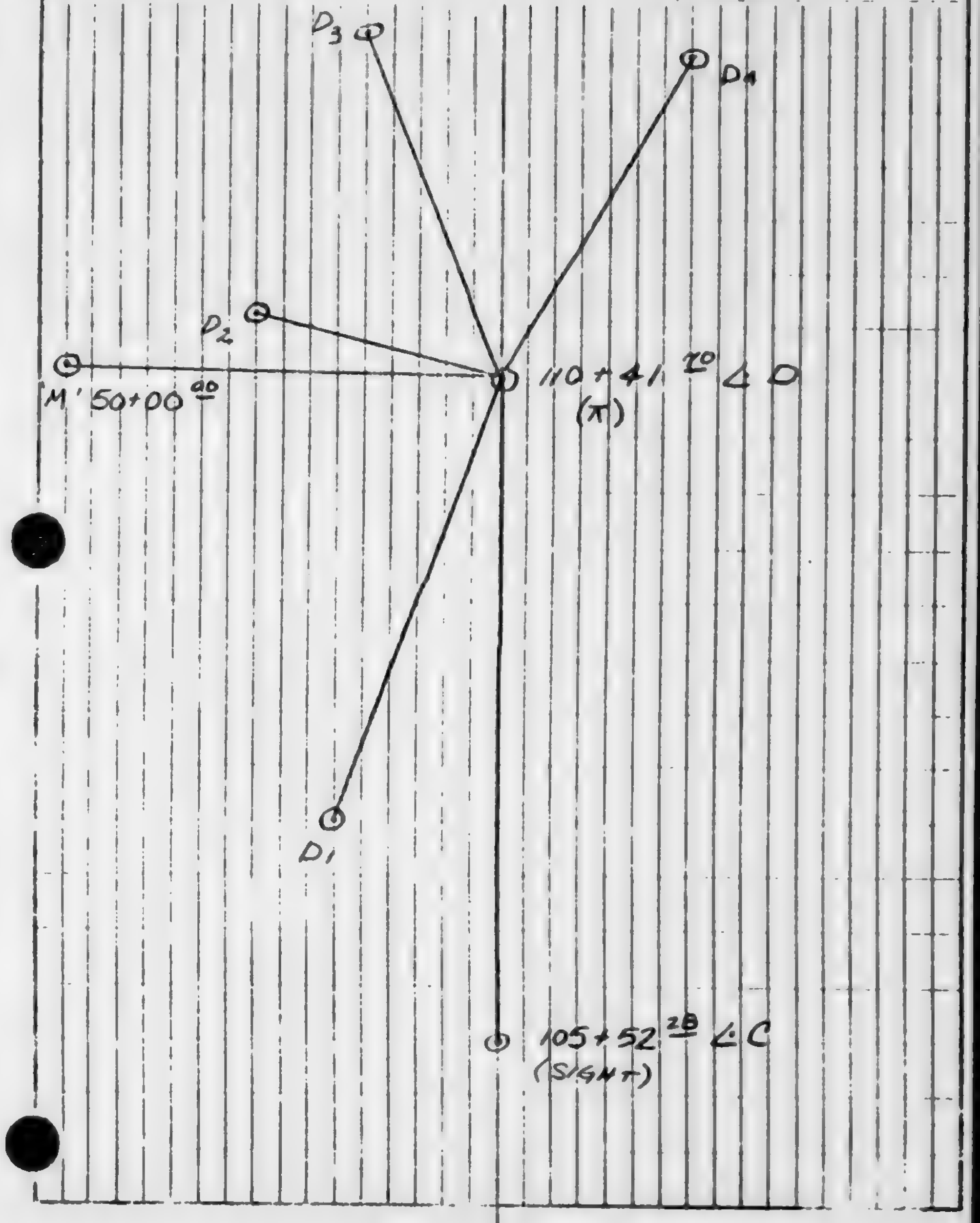
INTERIOR

STA	∠ LT	∠ RT	DIST.	DESC.	ELEV.
D_1		37°53'39"	123.87	H&T	144.08
D_2		113°33'13"	92.81	H&T	155.58
D_3		112°14'32"	151.98	H&T	155.36
D_4	150°55'20"		102.70	H&T	179.92
M' 50+00		158°59'35"	109.92	H&T	159.05

[illegible] Division
[illegible] SHEET

T2000

RAIN 55°F



D_3
D_4
D_2
M' 50+00
110+41.70 ∠D
(π)
D_1
105+52.28 ∠C
(SIGHT)

[illegible]

[illegible] [illegible] MONITOR

[illegible]
[illegible]
[illegible]
[illegible]

LAST PAGE

Oregon State Highway Division
TRANSIT SHEET

Rec'd 12-16-85
Geotech

RAINIER SLIDE MONITOR
P' LINE CHECK
12-13-85

Line Staked 12-13-85

Party H CLEGHORN
E. ROBERTS
D.MISEK
T. HALE
N. CARL

Project RAINIER SLIDE MONITOR

STA	DRIFT LT	DRIFT RT		ELEV.
10+00.00	(+)	0.03		68.79
+50		~~0.06~~		~~85.45~~
11+00		0.01		68.49
+50	0.03			68.47
12+00	0.04			68.75
+50	0.00			68.80
13+00	0.03			69.96
+50	0.05			71.05
14+00	0.09			72.18
+50	0.10			73.79
15+00	0.12			74.97
+50	0.20			76.07
16+00	0.09			77.18
+50	0.00			78.85
17+00		0.06		80.67
+50		0.10		82.26
18+00		0.06		83.86
+50		0.06		85.45
19+67.70	(SIGHT)			

S-411
Rite in the Rain
WEATHERPROOF
J. L. DARLING CORP
TACOMA WASH USA

Oregon State Highway Division
TRANSIT SHEET

①

T2000 84-932.

Line
Date Staked 12-13-85
Project RAINIER SLIDE MONITOR

Party M. CLEGHORN
E. ROBERTS
D. KAISER
7. HALE
N. CHIN

STA	∡ RT		DIST	DESCRIPTION
19+67^{70} (SIGHT)	4°52'45"		~~402.53~~	P.K.
10+00^{00} (⊼)	1) 4°52'45" 2) 4°52'44" AV 4°52'45"		402.53	.P.K.
PT. G				H.T

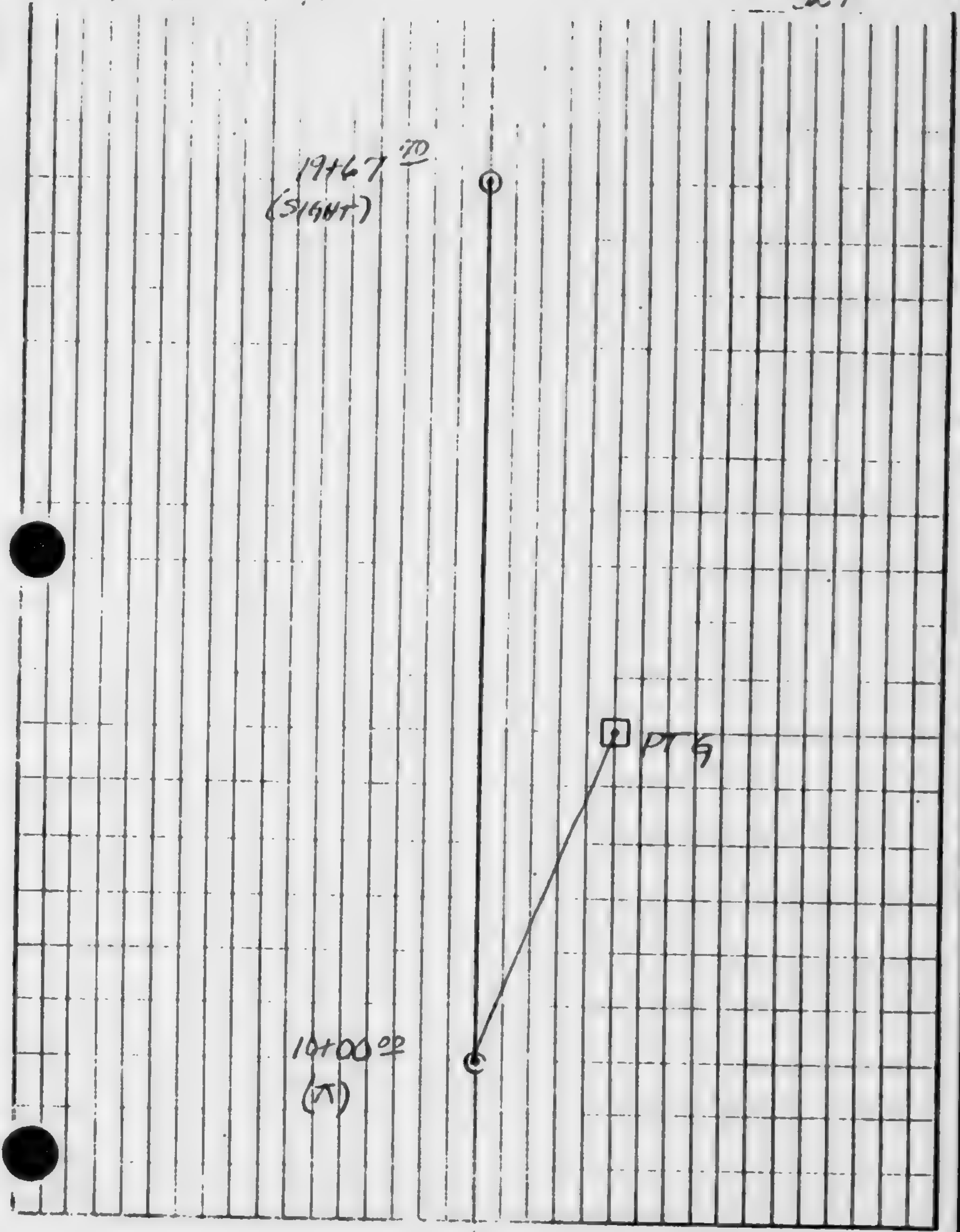
S-411
Rite in the Rain
J. L. DARLING CORP
TACOMA WASH U.S.A.

Oregon State Highway Division
TRANSIT SHEET

②

T2000 51-930

32°F



"Rite in the Rain"
WEATHERPROOF

J. L. DARLING CORP
TACOMA WASH USA

LAST PAGE

'M' Time Date 12 13 85

RAINIER SLIDE MONITOR

D. KAISER
J. HALL
N. CARL

STA	DRIFT LT	DRIFT RT	DIST	ELEV.
50+00	(*)			
$49+57^{\underline{52}}$	0.01		$40.^{\underline{51}}$	$147.^{\underline{41}}$
$49+22^{\underline{39}}$	1.80		$78^{\underline{87}}$	$138.^{\underline{29}}$
$48+21^{\underline{65}}$	0.03		$178.^{\underline{34}}$	$132.^{\underline{03}}$
$47+56^{\underline{72}}$	0.13		$243^{\underline{26}}$	$125.^{\underline{10}}$ ~~243.26~~
$47+15^{\underline{58}}$	0.09		$284.^{\underline{43}}$	$127^{\underline{66}}$
$46+60^{\underline{79}}$	0.06		$339.^{\underline{18}}$	$127.^{\underline{03}}$
$45+76^{\underline{21}}$	0.06		$429.^{\underline{79}}$	$139.^{\underline{39}}$
$44+84^{\underline{09}}$	0.11		$515.^{\underline{90}}$	$136^{\underline{18}}$
$44+09^{\underline{80}}$	(SIGHT)			

'N' Line Date Staked 12-13-85

Project RANIER SLIDE MONITOR

Party M. CLEGHORN
E. ROBERTS
D. KAISER
T. HALE
N. CARL

T2000 #81 932

STA	DRIFT LT	DRIFT RT		DIST
200+00	(*)			
201+63$^{\underline{12}}$		0.01		163$^{\underline{03}}$
202+11$^{\underline{45}}$		0.50		210.45
202+86$^{\underline{11}}$	0.45			282.44
D2	(SIGHT)			408.14

S-411
Rite in the Rain
WEATHERPROOF
J. L. DARLING CORP
TACOMA WASH U.S.A.

'0' Line Date Staked 12-13-85 Party M.CLEGHORN
E.ROBERTS
D.KAISER
T.HALE
N.CARL

Project RAINIER SLIDE MONITOR

STA	DRIFT LT	DRIFT RT		DIST
300+00	(X)			
$301+85^{34}$		0.06		185.27
$302+43^{75}$		0.04		243.59
D1	(SIGHT)			316.92

S-411
Rite in the Rain
WEATHERPROOF
J. L. DARLING CORP
TACOMA WASH USA

'K' Line Date Staked 12-13-[illegible] Party E. ROBERTS

Project RAINIER SLIDE MONITOR

D. KAISER

T. HALE

N. CARL

STA	DRIFT LT	DRIFT RT		DIST	
400+00	(π)				
$402+07^{25}$		0.05		207.25	
$403+41^{57}$		0.50		341.57	
$403+93^{25}$	(SIGHT)			393.23	

S-411

"Rite in the Rain"
WEATHERPROOF

J. L. DARLING CORP
TACOMA WASH USA

[illegible] Highway Division

TRANSIT SHEET

12-13-85

'X' LINE CHECK

RAINIER SLIDE MONITOR

X

Line Staked 12-13-89

Project RAINIER SLIDE MONITOR

Party N. CLEGHORN
E. ROBERTS
P. KAISER
T. HACE
N. CARL

STA	DRIFT LT	DRIFT RT		ELEV.
100+00	(SIGHT)			
+50	0.03			121.57
101+00		0.00		124.02
+50		0.00		126 31
102+00		0.00		128 65
+50	0.01	STA NOT IN (REMOVED)		~~131 62~~
103+00	0.01	~~0.00~~		131 62 ~~133 75~~
+50		0 00		133 75
104+00	0.01			136 44
+50		0.00		139 54
105+00		0 00		142 31
105+52.29		(X)		

Oregon State Highway Division

TRANSIT SHEET

①

X [illegible] 12-13-85

Party

Project RAINIER SLIDE MONITOR

STA	DRIFT LT	DRIFT RT		ELEV.
$105+52^{\underline{28}}$	(✱)			
106+00	0.02			147.01
+50	0.02			147.39
107+00	0.03			$149.^{\underline{32}}$
+50	0.03			$151.^{\underline{04}}$
108+00	0.02			$151.^{\underline{79}}$
+50	0.01			$153^{\underline{68}}$
109+00	0.00			$155^{\underline{77}}$
+50	0.01			$156^{\underline{93}}$
110+00	$0.^{\underline{00}}$			$159^{\underline{04}}$
$110+41^{\underline{70}}$	(SIGHT)			$159^{\underline{88}}$

Oregon State Highway Division

TRANSIT SHEET

(2)

T2000 84-932

32°F

Project RAINIER SLIDE MONITOR

Party N. [illegible]
E ROBERTS
D KRAISCH
T HAZE
N. CARL

INTERIOR

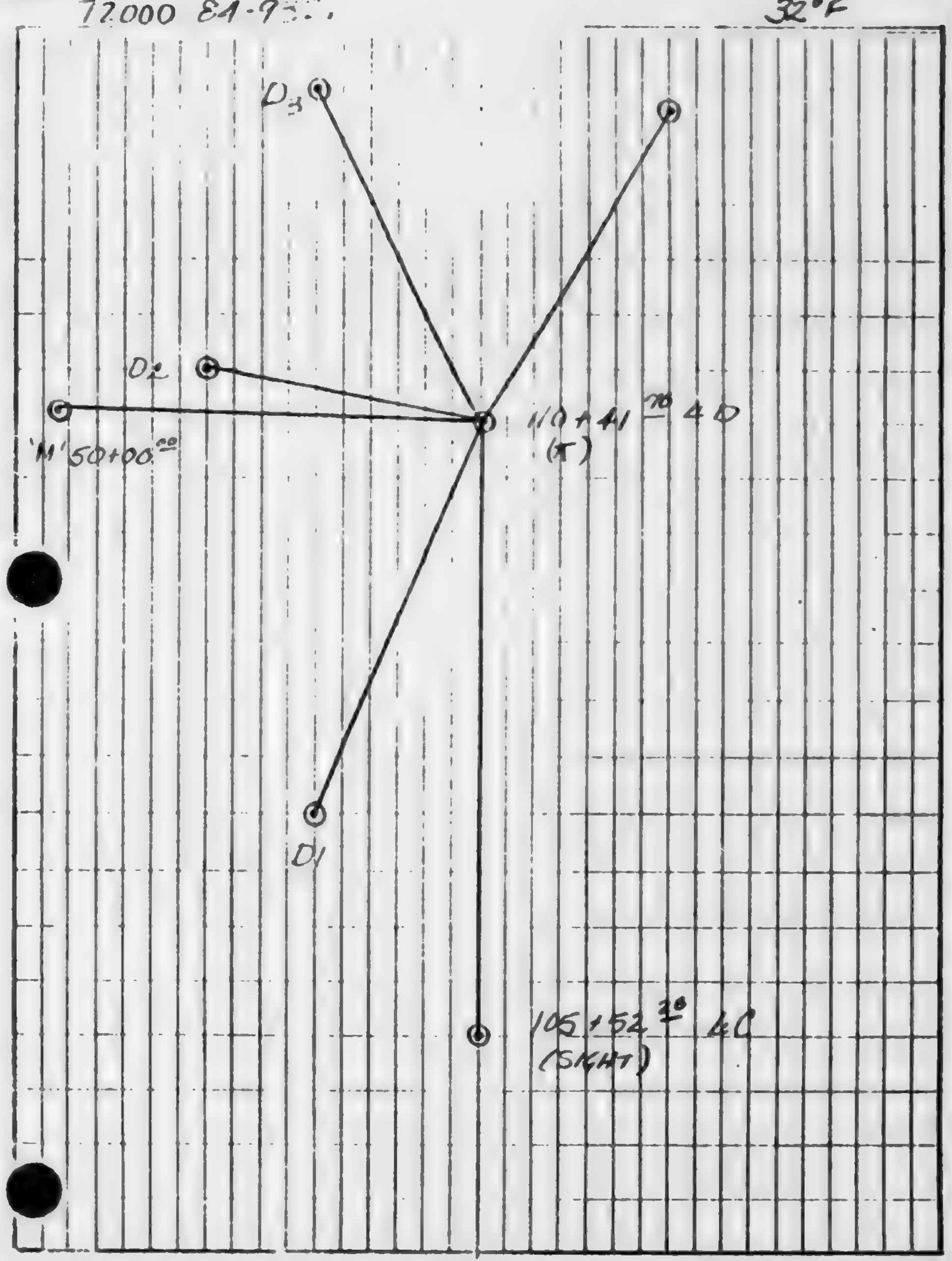
3IA	∡ LT	∡ RT	DIST.	DESC.	ELEV.
D1		57°54'17"	123.86	H; T	144.09
D2		113°32'49"	92.82	H; T	155.57
D3		168°59'32"	109.90	H; T	159.03
D4	∡ LT.	150°55'30"	102.69	H; T	179.92
'M' 50+00		112°14'20"	151.95	H; T	155.35

Division

TRANSIT SHEET

72000 84-9[illegible]

32°F



D3
D2
'M' 50+00.00
110+41.70 4D
(T)
D1
105+52.30 4C
(SKHT)

[illegible] SEIS MONITOR

Party [illegible]
C. ROBERTS
P. KAISER
T. HALE
N. CARL

LAST PAGE

SPEED MEMO

FILE CODES: C9598

HIGHWAY DIVISION

SUBJECT: Rainier Slide
Lower Columbia River Hwy

DATE: 2/24/86

TO: George Machan
Geotechnical Supervisor

FROM: E. J. Dunn
Proj. Mgr.

Enclosed find copies of field notes for the monitoring of subject slide dtd 2/20/86, movement was noted at 'M' 49+22 & 'N' 208+86

Leo G. Goldsby
Asst. Proj. Mgr.

(SIGNATURE)

~~PLEASE REPLY HERE~~

RECEIVED
FEB 25 1986
GEOTECHNICAL GROUP
ODOT Highway Division

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 3 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 COPIES INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.

734-3320 (Rev. 8-84)

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

SPEED MEMO

FILE CODES: C9598

HIGHWAY DIVISION

TO: George Machan
Geotechnical Supervisor

SUBJECT: Rainier Slide
Lower Columbia River Hwy

FROM: E. J. Dunn
Proj. Mgr.

DATE: 2/24/86

Enclosed find copies of field notes for the monitoring of subject slide dtd 2/20/86, movement was noted at 'M' 49+22 & 'N' 208+86

Leo A. Goldsby
Asst. Proj. Mgr.

(SIGNATURE)

~~PLEASE REPLY HERE~~

RECEIVED
FEB 25 1986
GEOTECHNICAL GROUP
ODOT Highway Division

CC:

(SIGNATURE) (DATE)

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OMI

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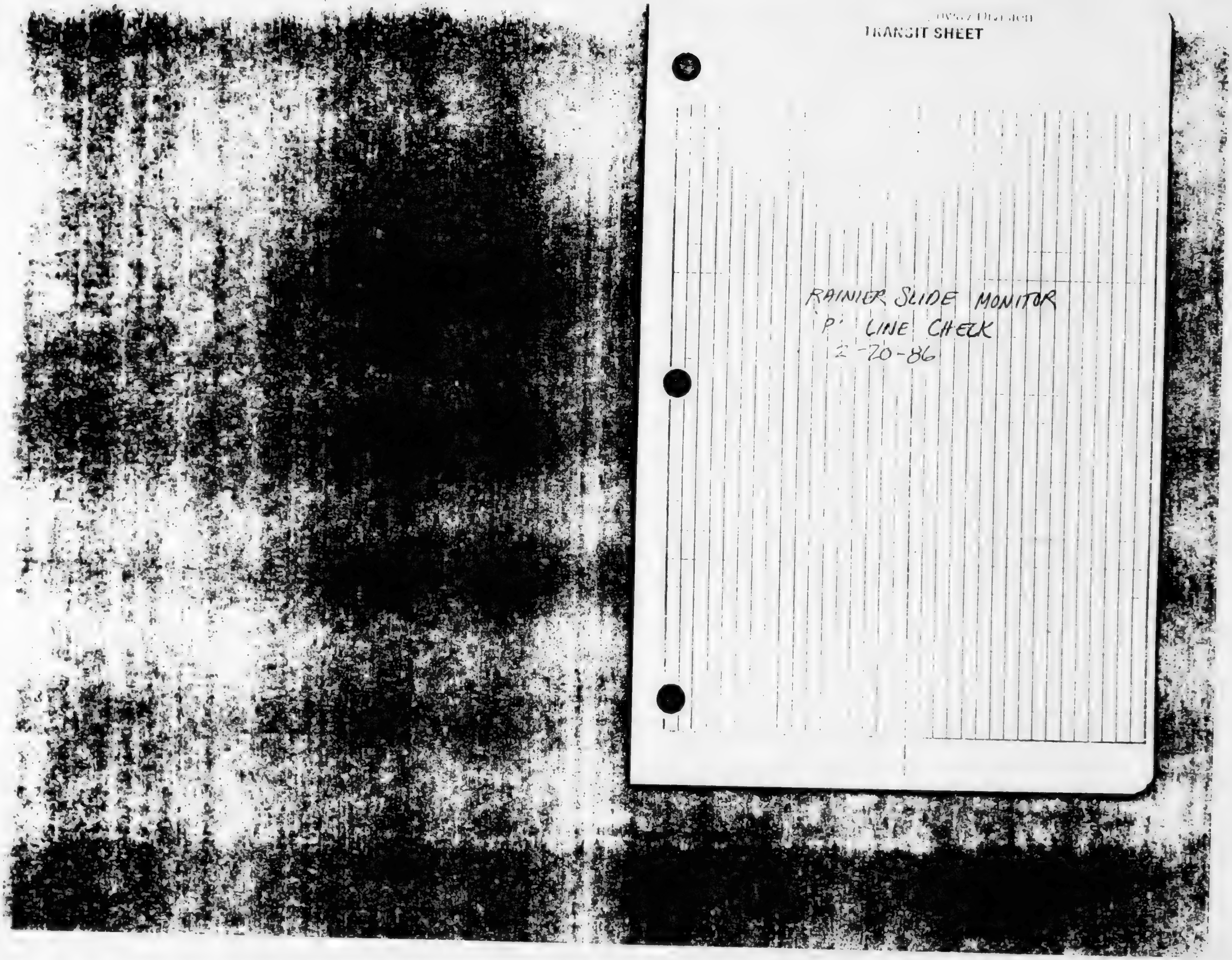
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE



[illegible]

TRANSIT SHEET

RAINIER SLIDE MONITOR
P: LINE CHECK
2-20-86

(1) 2-20-86

Party M.LLEWELLYN
N. CARL
D. KAISER
T. HALE

RAINIER SLIDE MONITOR

STA	DRIFT LT	DRIFT RT		ELEV.	
10+00^{00}	(★)				
+50		0.04		68.79	
11+00		0.02		68.48	DAMAGED
+50	0.04			68.48	
12+00	0.05			68.75	
+50	0.00			68.79	
13+00	0.04			69.94	DAMAGED
+50	0.06			71.04	
14+00	0.11			72.18	
+50	0.10			73.78	
15+00	0.14			74.96	
+50	0.22			76.06	
16+00	0.14			77.14	
+50	0.00			78.83	
17+00		0.09		80.65	
+50		0.12		82.23	
18+00		0.06		83.83	
+50		0.09		85.42	DAMAGED
19+67^{70}	(SIGHT)			89.56	

TRANSIT SHEET

T20D-86-952

CLEAR 35°F

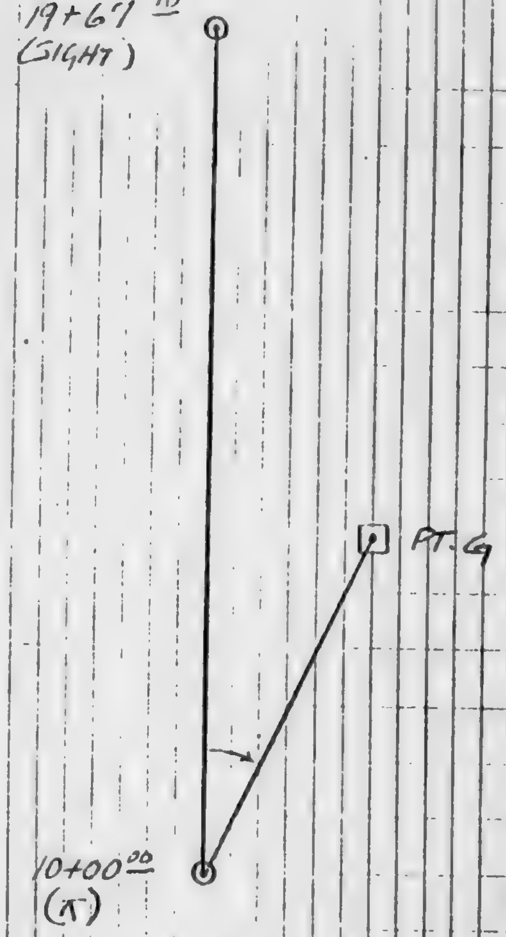
[illegible] MONITOR

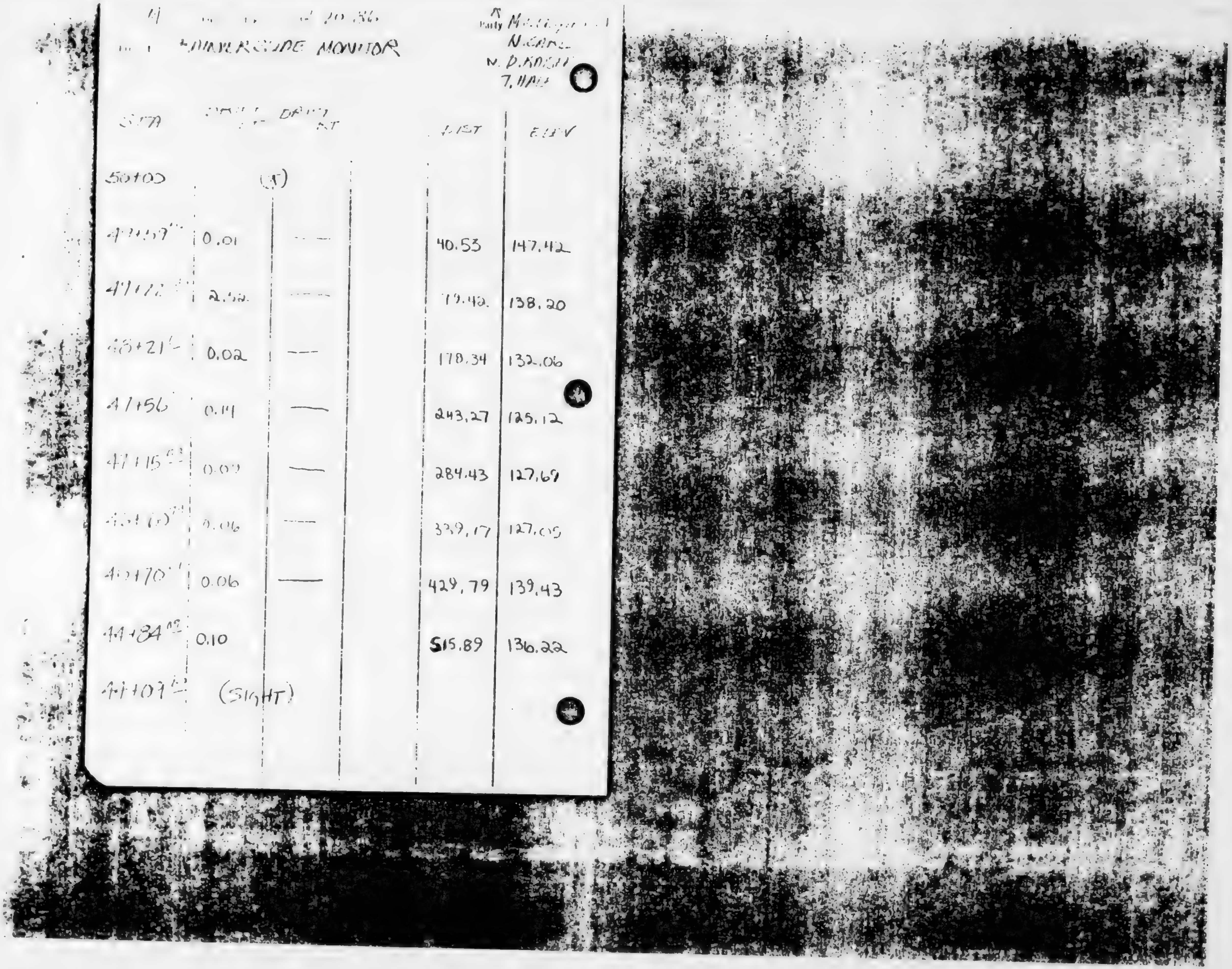
N.CARL
D.KAIS
J.HALL

[illegible]	∠ RT		DIST.	DESCRIP.
19+67.10 (SIGHT)				P.K.
10+00.00 (K)	1) 4°52'42" 2) 4°52'46" AV) 4°52'44"		402.52	P.K.
PT. G				H'T.

T2000/GRE 84-932

CLEAR 40°F


19+67.10
(SIGHT)
PT. G
10+00.00
(K)

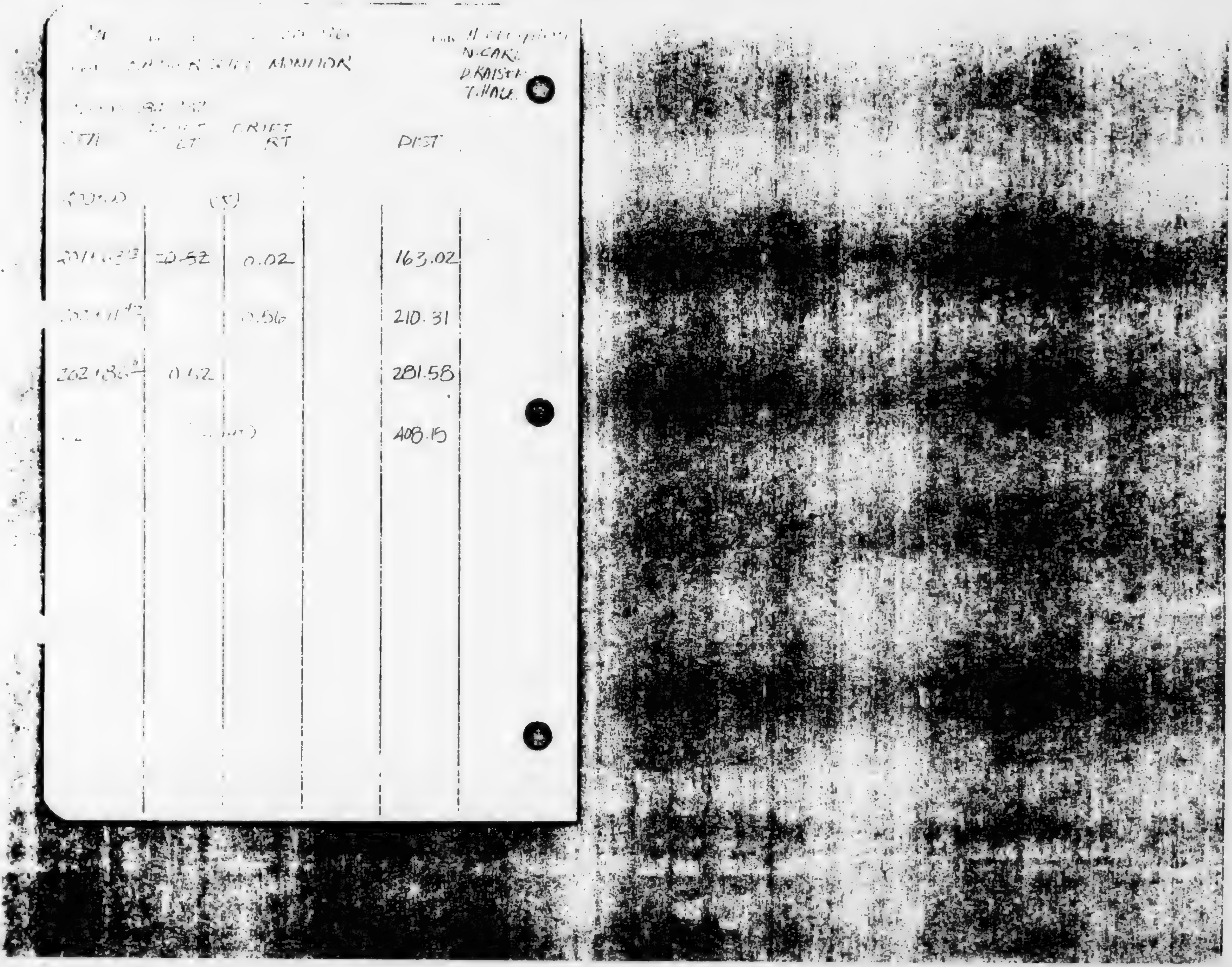


[illegible] 20 '86

[illegible] MONITOR

N. CARL
N. D. KNIGHT
7, 11AM

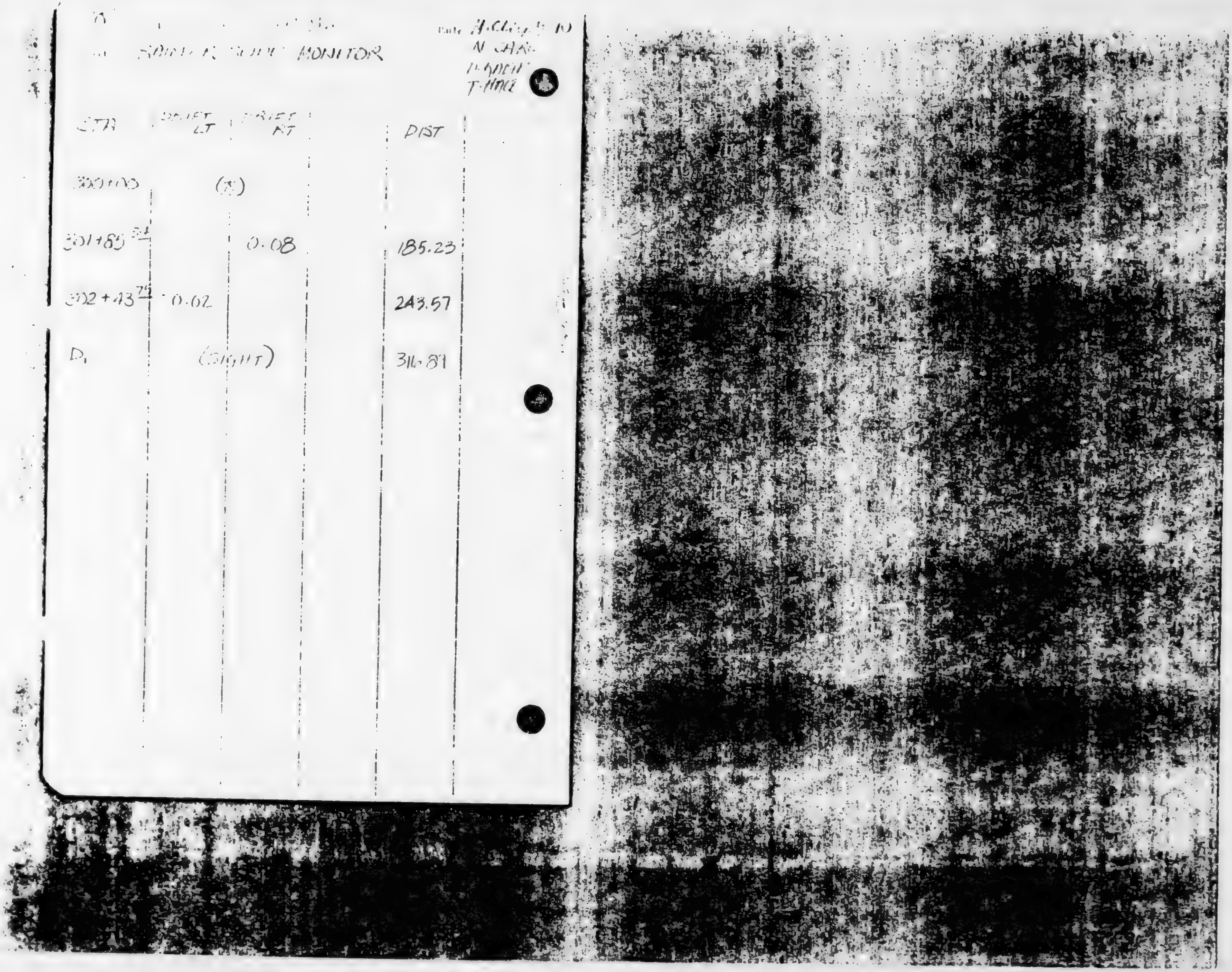
STA	DAILY DRIFT		RT	DIST	ELEV
50+00		(S)			
49+59	0.01		—	40.53	147.42
49+22	2.52		—	79.42	138.20
48+21	0.02		—	178.34	132.06
47+56	0.14		—	243.27	125.12
47+15	0.09		—	284.43	127.69
[illegible]	0.06		—	339.17	127.05
45+70	0.06		—	429.79	139.43
44+84	0.10			515.89	136.22
44+07	(SIGHT)				



MONITOR

N.CARL
D.KAISER
T.HALE

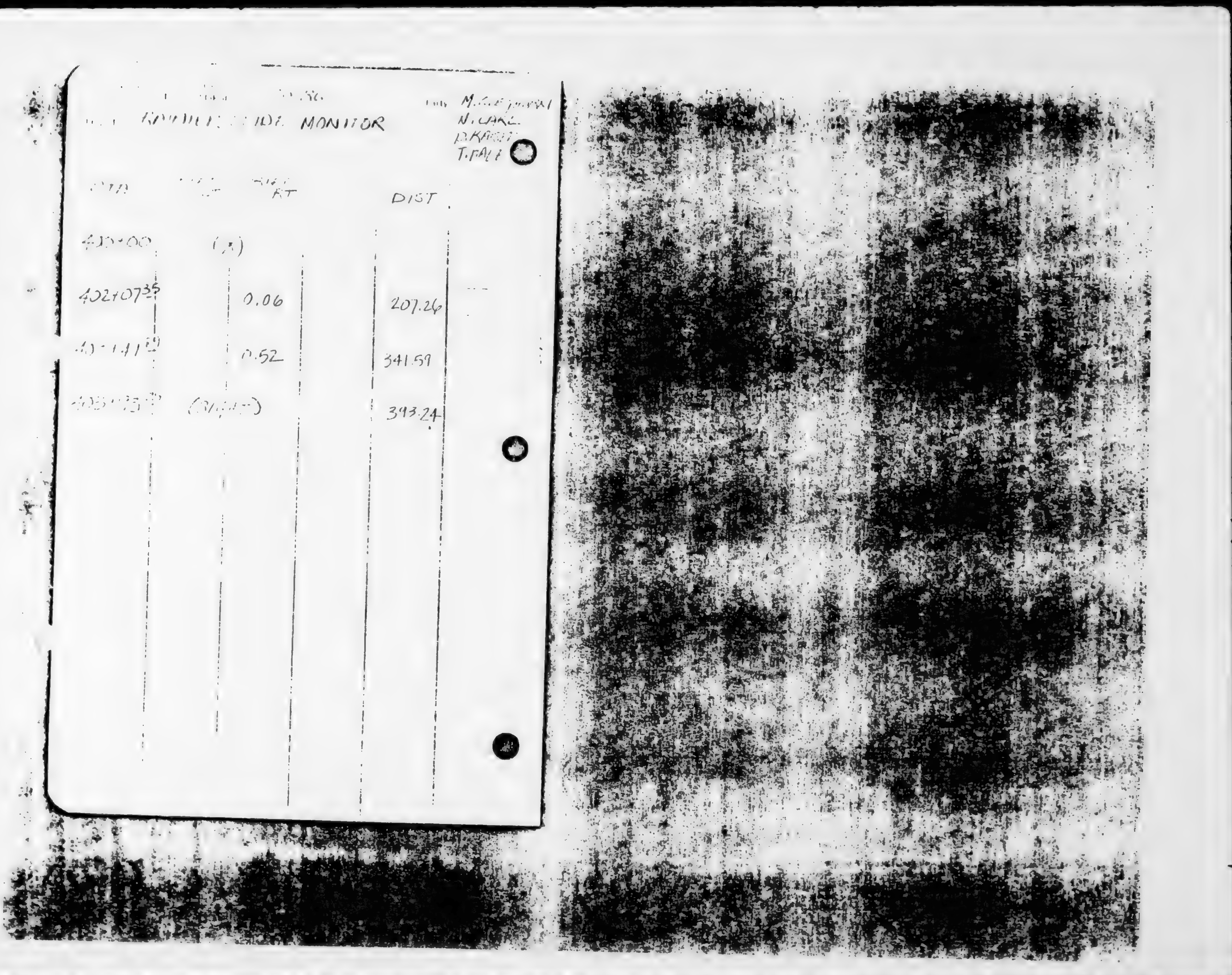
STA	DRIFT LT	DRIFT RT	DIST
[illegible]			
[illegible]	0.52	0.02	163.02
[illegible]		0.56	210.31
202+86	0.62		281.58
		[illegible]	408.15



[illegible] MONITOR

H. Clay [illegible]
N [illegible]
[illegible]
T. [illegible]

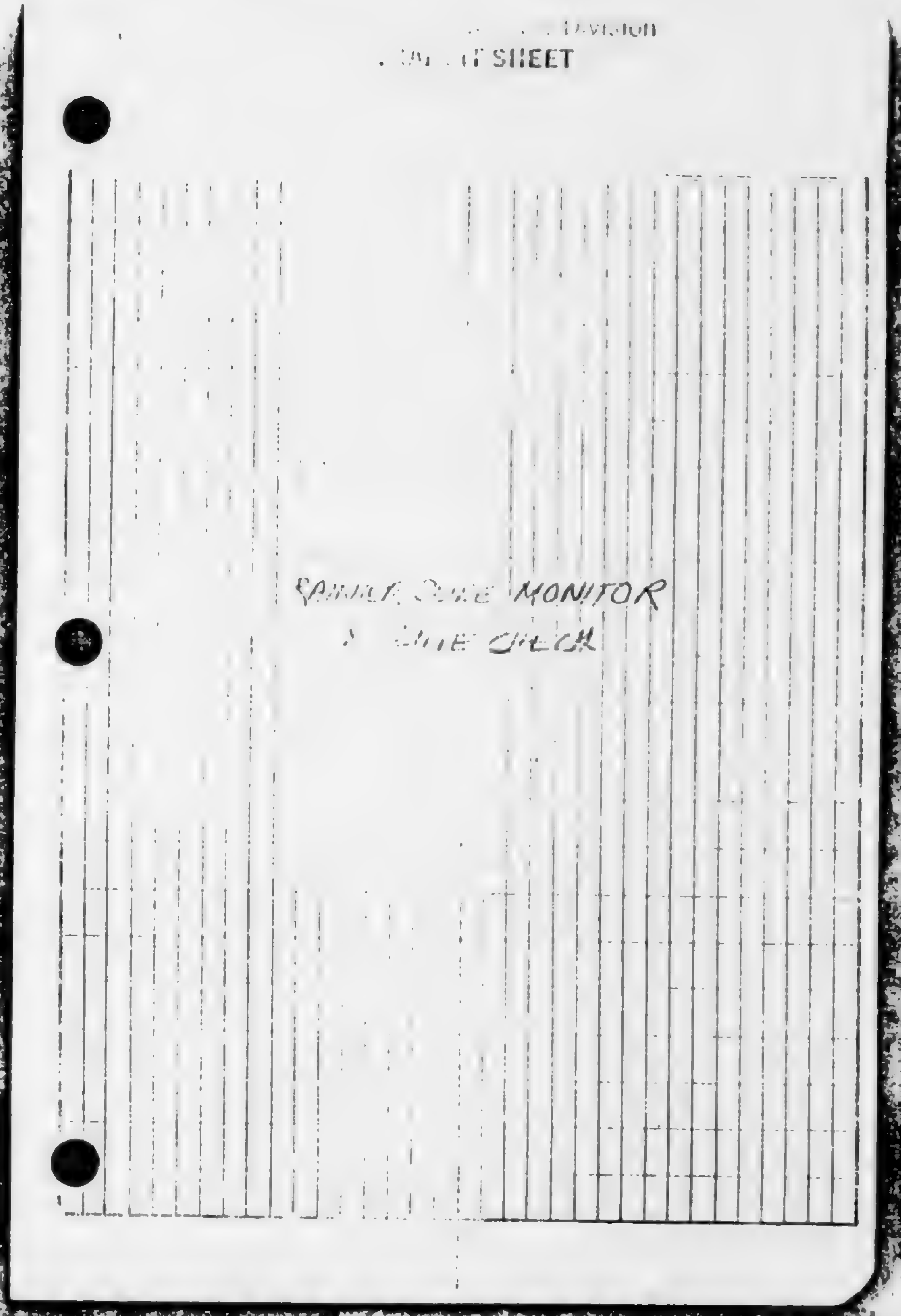
STA	DRIFT LT	DRIFT RT		DIST
300+00	(X)			
301+85 ^{23}		0.08		185.23
302+43 ^{79}	-0.02			243.57
D1	(SIGHT)			316.81



[illegible] MONITOR

M. [illegible]
N. LAKE
D. KA[illegible]
T. FALL

[illegible]	[illegible]	[illegible] RT		DIST
4[illegible]+00	([illegible])			
402+07.35		0.06		207.26
4[illegible]+41.[illegible]		0.52		341.59
4[illegible]	([illegible])			393.24



[illegible] DIVISION

[illegible] SHEET

SAMPLE [illegible] MONITOR

[illegible] SITE CHECK

[illegible] N.WITDR

N. C[illegible]
D. K[illegible]
T. H[illegible]

[illegible]	[illegible]		ELEV.	
100+00	([illegible])		117.46	
+50	0.00		121.57	
101+00		0.01	124.03	
+50	0.00		126.32	
102+00	0.00		128.66	
+50	[illegible] NOT SET			
103+00	0.00		131.62	SCRATCHED [illegible] IN SI[illegible]
+50		0.01	133.77	
104+00	0.01		136.46	
+50	0.00		139.56	
[illegible]	0.00		142.53	
[illegible]	([illegible])			

TRANSIT SHEET

(1)

INNER [illegible] MONITOR

[illegible]
D. CARL
P. KAPER
T. HALE

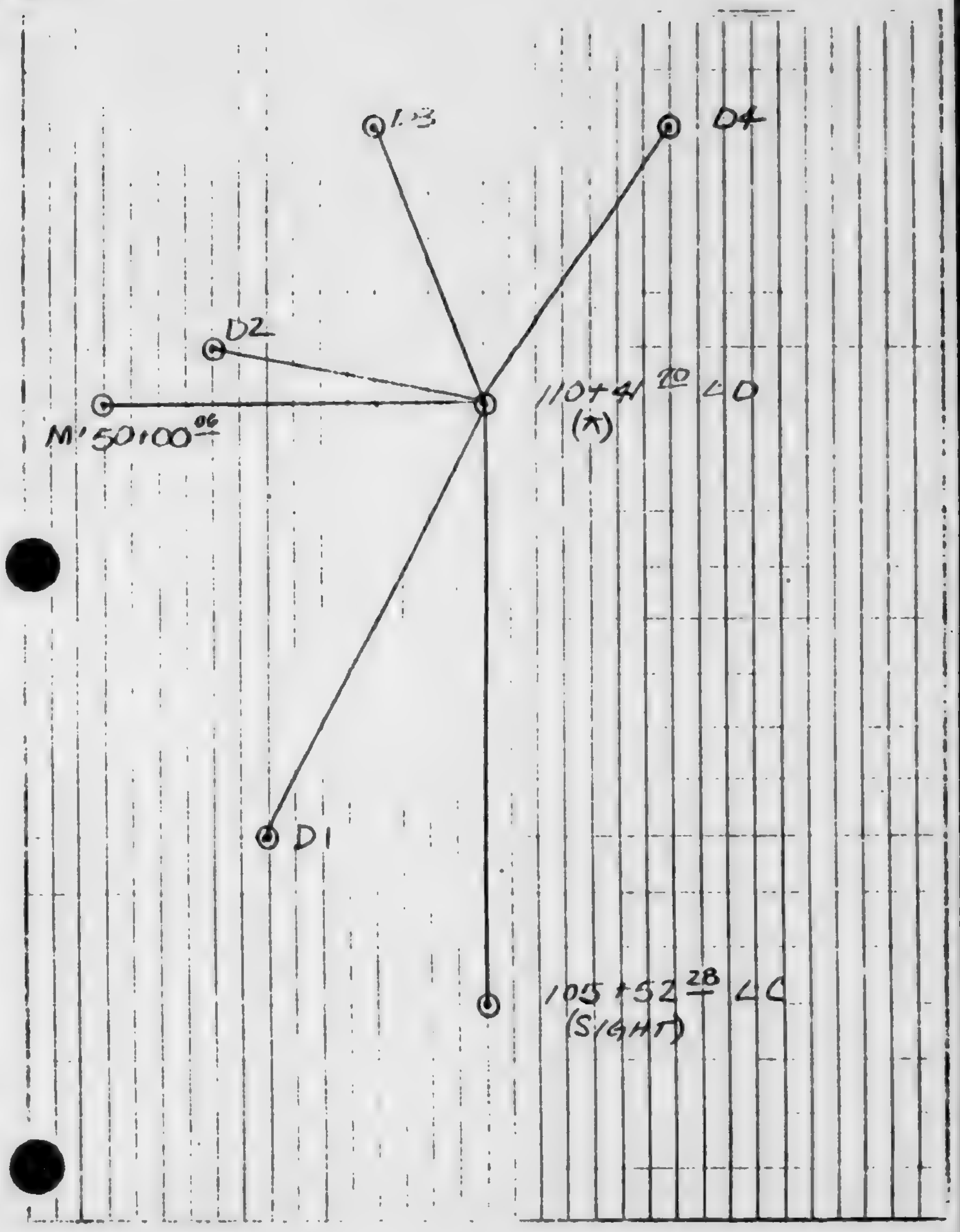
STA	DRIFT LT	DRIFT RT		ELEV.
$105+52^{29}$		(T)		
106+00	0.02			147.04
+50	0.03			147.39
107+00	0.02			147.34
+50	0.05			151.07
108+00	0.03			151.81
+50		0.00		153.70
109+00		0.00		155.76
+50	0.01			156.96
110+00		0.00		159.08
$110+41^{76}$	(SIGHT)			160.04

[illegible] TAPE # 34152

CLEAR 40°F

N D.K[illegible]
7.[illegible]

[illegible]	℄ LT	Δ RT	DIST	[illegible]	ELEV.
[illegible]		31° 54' 31"	123.88	H & T	144.12
[illegible]		113° 32' 50"	92.81	H & T	155.60
[illegible]		148° 57' 30" ~~112 14 2~~	109.91	H & T	159.06
[illegible]		150° 55' 27"	102.68	H & T	179.95
50+00		112° 14' 29"	151.94	H & T	155 38


D3
D4
D2
110+41 20 LD
(⊼)
M' 50+00 06
D1
105+52 28 LC
(SIGHT)

SPEED MEMO

FILE CODES: CO[illegible]

HIGHWAY DIVISION

TO: George Machan
Geotechnical Supervisor

FROM: [illegible]

SUBJECT: Rainier Slide
Monitor

DATE: 4/3/86

Enclosed find copies [illegible] report by this office.

Substantial movement was noted as follows:

'[illegible]' 302+47.75
'N' 202+86.11
'N' 403+41.89
'N' 47+56.72

RECEIVED
[illegible] 1986
GEOTECHNICAL GROUP
ODOT Highway Division

Leo A. Goldsby

Leo A. Goldsby
Asst. Proj. Mgr.

CC: Eshelman

(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE)

(DATE)

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734-3320 (Rev. 8-84)

1

Oregon State Highway Division
TRANSIT SHEET

RAINIER SLIDE MONITOR
'P' LINE CHECK
4-2-86

(1) P' Line Date Staked 4-2-86

Project [illegible] SLIDE MONITOR

Party M. CLEGHORN
N. CARL
J. DAVENPORT
B. CHRISTOPHER
T. COLEMAN

STA	DRIFT LT	DRIFT RT		ELEV.	
10+00^{00}	(⊼)				
+50		0.03		68.78	
11+00	0.00			68.48	DAMAGED
+50	0.05			68.47	
12+00	0.06			68.71	
+50	0.03			68.79	
13+00	0.06			69.93	
+50	0.09			71.03	
14+00	0.14			72.16	
+50	0.15			73.77	
15+00	0.16			74.97	
+50	0.26 ~~0.15~~			76.06	
16+00	0.18			77.14	
+50	0.06			78.82	
17+00	0.00			80.64	
+50		0.04		82.24	
18+00		0.02		83.84	
+50		0.05		85.39	
19+67^{70}	(SIGHT)				

S-411

Rite in the Rain
WEATHERPROOF

J. L. DARLING CORP
TACOMA WASH USA

Oregon State Highway Division
TRANSIT SHEET

(1)

T2000 # 84-932

CLOUDY 55°F

Date 4 2 86

Project RAINIER SLIDE MONITOR

Notes GROSS J
Party N. CARL
J DAVENPORT
B. CHRISTOPHER
T. COLEMAN

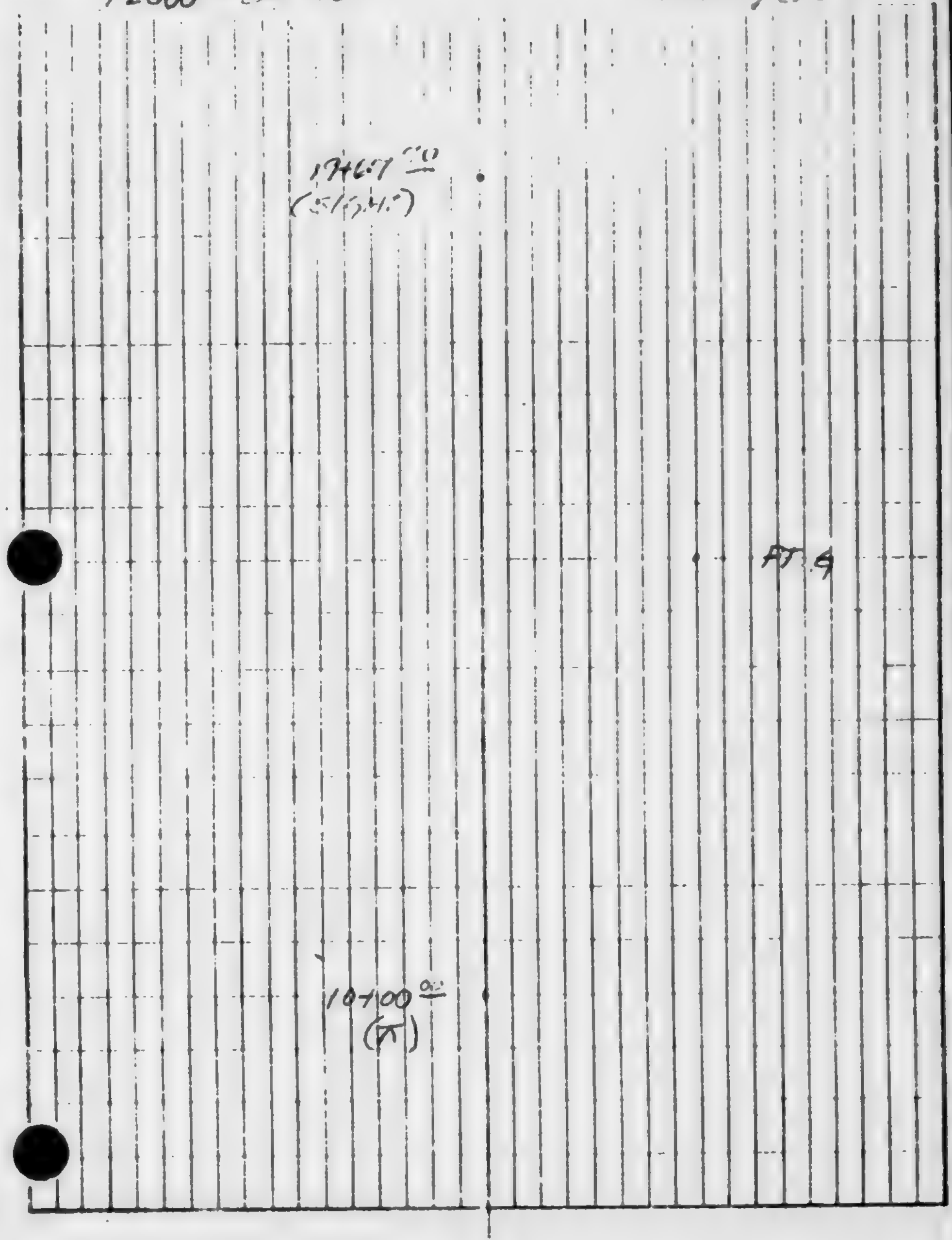
STA	∠ RT.		DIST.	DESCRIP.
19+67.20 (SIGHT)				P.K.
10+00.00 (K)	1) 4°52' 24" 2) 4°52' 29" AV)			P.K.
PT. 9			402.51	H.I.T.

S-111 "Rite in the Rain" WEATHERPROOF J. L. DARLING CORP TACOMA WASH U.S.A.

Oregon State Highway Division
TRANSIT SHEET

T2000 # 84-932

CLOUDY 55°F



'M' Line
Date Staked 4-2-86
Project RAINIER SLIDE MONITOR

Party [illegible]
N CARL
J DAVENPORT
B CHRISTMAN
T COLEMAN

STA	DRIFT LT	DRIFT RT		DIST	ELEV.
50+00	(⊼)				
$49+59^{52}$	0.02			40.55	147.40
$49+22^{35}$	2.87			79.62	138.14
$48+21^{65}$	0.02			178.33	132.05
$47+56^{72}$	2.20			243.00	123.55
$47+15^{58}$	0.09			284.44	127.67
$46+60^{79}$	0.10 ~~0.01~~			339.16	127.04
$45+70^{21}$	0.06			429.78	139.40
$44+84^{09}$	0.15			515.90	136.20
$44+09^{60}$	(SIGHT)				

S-41

'N' Line Date Staked 1-7 86

Party M. [illegible]
N. CARL
J. [illegible]
B. [illegible]
[illegible]

Project RAINIER SLIDE MONITOR

72000 # 84-932.

STA	DRIFT LT	DRIFT RT		DIST
200+00	(⊼)			
$201+63^{13}$		0.03		162.93
$202+11^{45}$		0.72		210.00
$202+86^{1}$	0.60			280.52
Dz	(SIGHT)			408.15

Line O Date Staked 4·2·86

Project RAINIER SLIDE MONITOR

Party N. CARL
J. DAVENPORT
[illegible]
T. COLEMAN

STA	DRIFT LT	DRIFT RT		DIST.
300+00	(⊼)			
$301+85^{31}$		0.14		185.07
$302+43^{75}$	7.75	4.T ~~0.14~~		231.32 ~~185.07~~
D,	(SIGHT)			316.84

S-111
Rite in the Rain
WEATHERPROOF
J. L. DARLING CORP
TACOMA WASH U.S.A.

R' Line Date Staked [illegible] 86 Party

Project RAINIER SLIDE MONITOR

STA	[illegible] FT	RIGHT FT		DIST
400+00	(⊼)			
$402+07^{\underline{35}}$		0.10		207.15
$403+41^{\underline{89}}$		0.77		341.18
$403+93^{\underline{24}}$	(SIGHT)			393.24

S-411
Rite in the Rain WEATHERPROOF
J. L. DARLING CORP TACOMA WASH USA

Oregon State Highway Division
TRANSIT SHEET

RAINIER SLIDE MONITOR
X LINE CHECK
A 2+36

7 Line [illegible] 4-2-86

Project R[illegible] [illegible] MONITOR

Party M. CLE[illegible]
N. CARL
J. DAVENPORT
B CHRISTOPHER
T. COLEMAN

STA	DRIFT LT	DRIFT RT	ELEV.	
100+00	(SIGHT)			
+50	0.00		121.56	
101+00		0.02	124.02	
+50	0.00		126.30	
102+00	0.01		128.65	
+50	STA NOT SET			
103+00	0.00		131.61	SCRATCHED 'X' IN SIDEWALK
+50		0.01	133.75	
104+00	0.01		136.44	
+50	0.00		139.54	
105+00	0.00		142.31	
105+52±	(±)			

Rite in the Rain WEATHERPROOF

J. L. DARLING CORP TACOMA WASH U.S.A.

Oregon State Highway Division
TRANSIT SHEET

Date 4-2-86

Project RAINIER SLIDE MONITOR

Party J. DAVENPORT
N. CARL
B. CHRISTOPHE
T. COLEMAN

STA	[illegible]		ELEV.
106+12.19	[illegible])		
106+00	0.02		147.02
+50	0.03		147.38
107+00	0.02		149.32
+50	0.06		151.05
108+00	0.06		151.80
+50	0.02		153.69
109+00	0.01		155.73
+50	0.04		156.94
110+00	0.02		159.08
110+41.2	(SIGHT)		

Rite in the Rain
ALL-WEATHER
J. L. DARLING CORP
TACOMA WASH USA

Oregon State Highway Division
TRANSIT SHEET

T2000 #84-932 CLOUDY 55°F

Line Staked 4-2-36

Party N.CARL
J. DAVENFORT
B. CHRISTOPHER
T. COLEMAN

Project RAINIER SLIDE MONITOR

STA	∠ LT	∠ RT	DIST	DESC.	ELEV
D1		37°55'28"	123.96	H.T	144.07
D2		~~203°~~ 113° 33'19"	92.82	H.T	155.58
D3		169° 0'37"	109.91	H.T	159.03
L4	[illegible]'03"		102.73	H.T	179.91
"50+00		112°14'30"	151.92	H.T	155.34

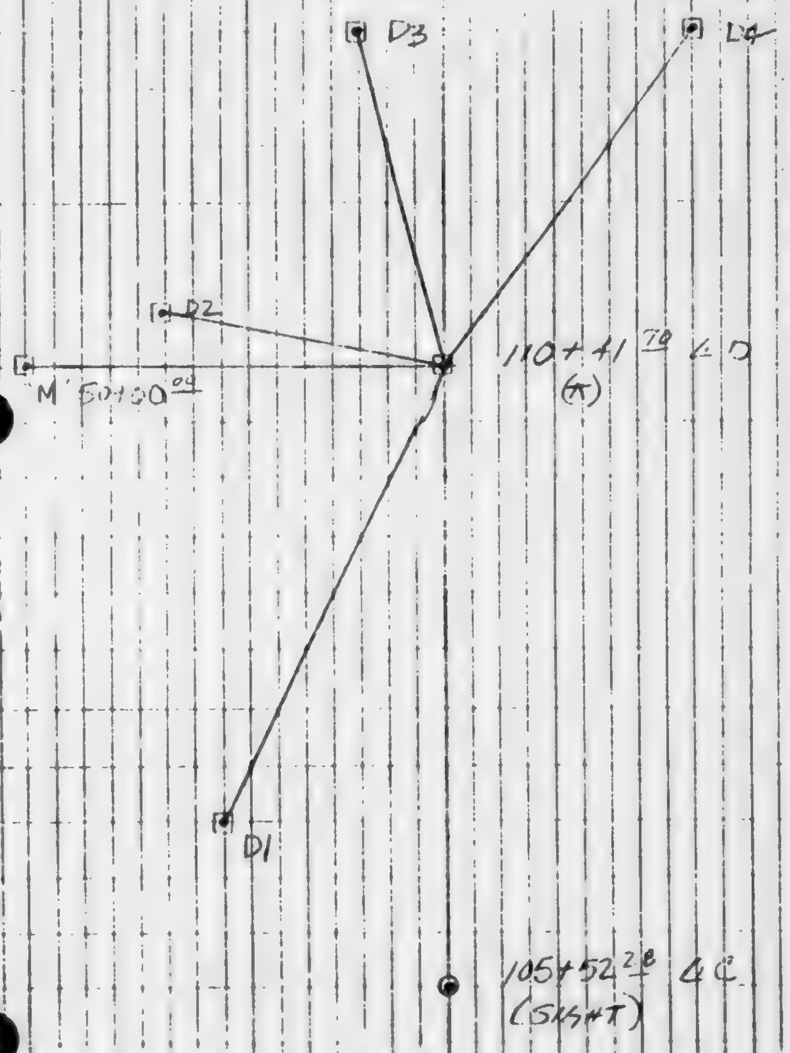
S-311
Rite in the Rain
WEATHERPROOF
J. L. DARLING CORP
TACOMA WASH USA

Oregon State Highway Division
TRANSIT SHEET

(5)

72000 #92-932

CLOUDY 55°F


D3
D4
D2
110+41 70 ∠ D
(K)
M' 50+00 00
D1
105+52 28 ∠ C
(SIGHT)

[illegible] MONITOR

Party N. CARL
J. DAVENPORT
B CHRISTOPH
T. COLEMAN

S-111

LAST PAGE

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,

Plaintiff,

v.

STATE OF OREGON, by and through its Department of Transportation,

Defendant.

No. 31503

PLAINTIFF'S RESPONSE TO DEFENDANT'S REQUEST FOR PRODUCTION

Plaintiff hereby responds to Defendant's Request for Production heretofore filed herein as follows:

1. Plaintiff does not have possession of any documents described in Defendant's Request No. 1.

2. Plaintiff does not have possession of any documents described in Defendant's Request No. 2.

3. Plaintiff does not have possession of any documents described in Defendant's Request No. 3.

4. Plaintiff does not have possession of any documents described in Defendant's Request No. 4.

5. Plaintiff does not have possession of any documents described in Defendant's Request No. 5.

6. Photographs of the subject property will be made available for inspection by Defendant's counsel at any time upon reasonable notice at 10565 S.E. 23rd Avenue, Milwaukie, Oregon 97222.

7. The documents set forth in Defendant's Request No. 7 consist of privileged information and work product

prepared in anticipation of litigation.

DATED this 14 day of August, 1985.

REDMAN, CARSKADON & BEMIS

RICHARD C. BEMIS, OSB# 57009
Of Attorneys for Plaintiff

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL HEREOF

Of Attorneys for Plaintiff

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing Plaintiff's Response to Defendant's Request for Production on Leslie B. Hampton, Assistant Attorney General, attorney for Defendant, on August 15, 1985, by mailing to said attorney a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at his regular office address, to-wit: Justice Building, Salem, Oregon 97310, and deposited in the post office at Milwaukie, Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U.S. Mail.

DATED this 15 day of August, 1985.

s/ Richard

Of Attorneys for Plaintiff

1983 Rainier Slide Sec. 9598
Columbia River Hwy.
(Slide repair) #3

DEPTH & JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT ____										B AXIS MOVEMENT 90° CLOCKWISE ____									
	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0,326	+	0.278	-	302	-	0.296	-	0.006	-	0.060	+	0,141	-	0.101	-	0.100	-	0.001
4	-	0,336	+	0,297	-	317	-	0.301	-	0.016	-	0.074	+	0,161	-	0.118	-	0.103	-	0.015
6	-	0,351	+	0,309	-	330	-	0.304	-	0.024	-	0.084	+	0,162	-	0.123	-	0,102	-	[illegible]
8	-	0,354	+	0,313	-	334	-	0.312	-	0.022	-	0.082	+	0,162	-	0.122	-	0.111	-	0.011
10	-	0.354	+	0.311	-	333	-	0.324	-	0.009	-	0.095	+	0,179	-	0.137	-	0,127	-	0.010
12	-	0.352	+	0.317	-	335	-	0.341	-	0.006	-	0,120	+	0.198	-	0.159	-	0.155	-	0.004
14	-	0,347	+	0,311	-	329	-	0.358	+	0.021	-	0,138	+	0.224	-	0.181	-	0.180	-	0.001
16	-	0.347	+	0.313	-	330	-	0.360	+	0.030	-	0,168	+	0.250	-	0.209	-	0.209		0.000
18	-	0.340	+	0,304	-	322	-	0.365	+	0.043	-	0.210	+	0.284	-	0.247	-	0.240	-	0.007
20	-	0.327	+	0.272	-	300	-	0.366	+	0.066	-	0.244	+	0.315	-	0.280	-	0.281	+	0.001
22	-	0.360	+	0.322	-	341	-	0.410	+	0.069	+	0.128	-	0.058	-	0.093	+	0.113	+	0.020
24	-	0.351	+	0.310	-	331	-	0.430	+	0.099	+	0.088	-	0.011	-	0.050	+	0.062	+	0.012
26	-	0.358	+	0,324	-	341	-	0.434	+	0.093	+	0.048	+	0.022	-	0.013	+	0.031	+	0.018
28	-	0.395	+	0,359	-	377	-	0.441	+	0.064	+	0.022	+	0.054	-	0.016	-	0.005	-	0.011
30	-	0.432	+	0,392	-	412	-	0.447	+	0.035	+	0.002	+	0.076	-	0.037	-	0.031	-	0.006
32	-	0,443	+	0.405	-	424	-	0.445	+	0.021	-	0.018	+	0.095	-	0.057	-	0.052	-	0.005
34	-	0,446	+	0.408	-	427	-	0.439	+	0.012	-	0.026	+	0,117	-	0.072	-	0.065	-	0.007
36	-	0.440	+	0,404	-	422	-	0.432	+	0.010	-	0.044	+	0,119	-	0.082	-	0.076	-	0.006
38	-	0,437	+	0,395	-	416	-	0,421	+	0.005	-	0,050	+	0,124	-	0.087	-	0.083	-	0.004
40	-	0,420	+	0,379	-	400	-	0.399	-	0.001	-	0.056	+	0,122	-	0.089	-	0.086	-	0.003
42	-	0,624	+	0,599	-	612	-	0.613	+	0.001	-	0,124	+	0.202	-	0.163	-	0.164	+	0.001
44	-	0,602	+	0,563	-	583	-	0.588	+	[illegible]	-	0.110	+	0,193	-	0.152	-	0.154	+	0.002
46	-	0,581	+	0,540	-	561	-	0.565	+	0.004	-	0,110	+	0,186	-	0.148	-	0.155	+	0.007
48	-	0,549	+	0,509	-	529	-	0.532	+	0.003	-	0,112	+	0,190	-	0.151	-	0.156	+	0.005
50	-	0,519	+	0,478	-	499	-	0.501	+	0.002	-	0.102	+	0,190	-	0.146	-	0.153	+	0.007
52	-	0.497	+	0,454	-	476	-	0.476		0.000	-	0.104	+	0.196	-	0.150	-	0.156	+	0.006
54	-	0.472	+	0.434	-	453	-	0.452	-	0.001	-	0.109	+	0,188	-	0.149	-	0.154	+	0.005
56	-	0,449	+	0.415	-	432	-	0.428	-	0.004	-	0.110	+	0,187	-	0.149	-	0.152	+	0.003
58	-	0,430	+	0.393	-	412	-	0.407	-	0.005	-	0.111	+	0,194	-	0.153	-	0.158	+	0.005
60	-	0.415	+	0.371	-	393	-	0.397	-	0.004	-	0.104	+	0.189	-	0.147	-	0.155	+	0.008

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 8-8-85

RESULTANT DISPLACEMENT ____

DEPTH ____

RESULTANT AZIMUTH ____

WATER LEVEL 37.5

INSTRUMENT Terra

READ BY Ron + Mitch

Ending voltage - 6.205

TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 8-1-85

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

WATER LEVEL

INSTRUMENT Terra

READ BY

DEPTH ↓ JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT										B AXIS MOVEMENT 90° CLOCKWISE									
	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	–	0.552	+	0.525	-	539	–	0.542	+	0.003	–	0.163	+	0.259	-	211	–	0.216	+	0.005
64	–	0.541	+	0.504	-	523	–	0.521	–	0.002	–	0.165	+	0.245	-	205	–	0.206	+	0.001
66	–	0.524	+	0.488	-	506	–	0.506		0.000	–	0.163	+	0.257	-	210	–	0.211	+	0.001
68	–	0.515	+	0.476	-	496	–	0.493	–	0.003	–	0.161	+	0.245	-	203	–	0.204	+	0.001
70	–	0.503	+	0.467	-	485	-	0.482	–	0.003	–	0.159	+	0.232	-	196	–	0.496		0.000
72	–	0.496	+	0.458	–	477	-	0.474	–	0.003	–	0.140	+	0.230	-	185	–	0.187	+	0.002
74	–	0.485	+	0.443	-	464	–	0.463	–	0.001	–	0.137	+	0.219	-	178	–	0.182	+	0.004
76	–	0.474	+	0.432	-	453	-	0.452	–	0.001	–	0.140	+	0.218	-	179	–	0.181	+	0.002
78	–	0.469	+	0.430	-	450	–	0.447	–	0.003	–	0.131	±	0.223	-	177	–	0.179	+	0.002
80																				
82																				
84																				
86																				
88																				
90																				
92																				
94																				
96																				
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102																				
104																				
106																				
108																				
110																				
112																				
114																				
116																				
118																				

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 7-25- 5

RESULTANT DISPLACEMENT

DEPTH 78

RESULTANT AZIMUTH

WATER LEVEL 38.0'

INSTRUMENT Terra

READ BY DOUG + HATCH

	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT										B AXIS MOVEMENT 90° CLOCKWISE									
DEPTH & JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	.334	+	.288	-	0.311	-	0.296	-	0.015	-	.058	+	.160	-	0.109	-	0.100	-	0.009
4	-	.347	+	.298	-	0.323	-	0.301	-	0.022	-	.071	+	.162	-	0.117	-	0.103	-	0.014
6	-	.356	+	.308	-	0.332	-	0.304	-	0.028	-	.072	+	.157	-	0.115	-	0.102	-	0.013
8	-	.351	+	.309	-	0.330	-	0.312	-	0.018	-	.074	+	.167	-	0.121	-	0.111	-	0.010
10	-	.352	+	.310	-	0.331	-	0.324	-	0.007	-	.083	+	.180	-	0.132	-	0.127	-	0.005
12	-	.354	+	.312	-	0.333	-	0.341	+	0.008	-	.109	+	.202	-	0.156	-	0.155	-	0.001
14	-	.349	+	.313	-	0.331	-	0.350	+	0.019	-	.139	+	.227	-	0.183	-	0.180	-	0.003
16	-	.350	+	.309	-	0.330	-	0.360	+	0.030	-	.168	+	.258	-	0.213	-	0.209	-	0.004
18	-	.341	+	.301	-	0.321	-	0.365	+	0.044	-	.208	+	.289	-	0.249	-	0.240	-	0.009
20	-	.312	+	.264	-	0.288	-	0.366	+	0.078	-	.230	+	.309	-	0.270	-	0.281	+	0.011
22	-	.367	+	.341	-	0.354	-	0.410	+	0.056	+	.128	-	.046	+	0.087	+	0.113	-	0.026
24	-	.350	+	.311	-	0.331	-	0.430	+	0.099	+	.088	-	.010	+	0.049	+	0.062	-	0.013
26	-	.359	+	.323	-	0.341	-	0.434	+	0.093	+	.052	+	.024	+	0.014	+	0.031	-	0.017
28	-	.398	+	.359	-	0.379	-	0.441	+	0.062	+	.022	+	.057	-	0.018	-	0.005	-	0.013
30	-	.435	+	.391	-	0.413	-	0.447	+	0.034		0	+	.077	-	0.039	-	0.031	-	0.008
32	-	.449	+	.403	-	0.426	-	0.445	+	0.019	-	.012	+	.098	-	0.055	-	0.052	-	0.003
34	-	.448	+	.406	-	0.427	-	0.439	+	0.012	-	.025	+	.119	-	0.072	-	0.065	-	0.007
36	-	.445	+	.402	-	0.424	-	0.432	+	0.008	-	.038	+	.125	-	0.082	-	0.076	-	0.006
38	-	.437	±	.394	-	0.416	-	0.421	+	0.005	-	.048	+	.127	-	0.088	-	0.083	-	0.005
40	-	.419	+	.377	-	0.398	-	0.399	+	0.001	-	.057	+	.120	-	0.089	-	0.086	-	0.003
42	-	.622	+	.598	-	0.610	-	0.613	+	0.003	-	.123	+	.204	-	0.164	-	0.164	+	0
44	-	.605	+	.564	-	0.585	-	0.588	+	0.003	-	.110	+	.192	-	0.151	-	0.154	+	0.003
46	-	.582	+	.539	-	0.561	-	0.565	+	0.004	-	.109	+	.189	-	0.149	-	0.155	+	0.006
48	-	.549	+	.508	-	0.529	-	0.532	+	0.003	-	.110	+	.192	-	0.151	-	0.156	+	0.005
50	-	.521	+	.476	-	0.499	-	0.501	+	0.002	-	.101	+	.197	-	0.149	-	0.153	+	0.004
52	-	.498	+	.459	-	0.476	-	0.476	+	0	-	.107	+	.198	-	0.153	-	0.156	+	0.003
54	-	.474	+	.434	-	0.454	-	0.452	-	0.002	-	.103	+	.193	-	0.148	-	0.154	+	0.006
56	-	.450	+	.414	-	0.432	-	0.428	-	0.004	-	.106	+	.194	-	0.150	-	0.152	+	0.002
58	-	.431	+	.394	-	0.413	-	0.407	-	0.006	-	.112	+	.195	-	0.154	-	0.158	+	0.004
60	-	.418	+	.372	-	0.395	-	0.397	+	0.002	-	.109	+	.193	-	0.151	-	0.155		[illegible]

DEPTH JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT ____										B AXIS MOVEMENT 90° CLOCKWISE ____									
	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	−	.567	+	.521	−	0,544	−	0.542	−	0.002	−	.172	+	.246	−	0, 209	−	0.216	+	0.007
64	−	.542	+	.501	−	0,522	−	0.521	−	0.001	−	.160	+	.248	−	0,204	−	0.206	+	0.002
66	−	.529	+	.489	−	0,509	−	0.506	−	0.003	−	.162	+	.259	−	0.211	−	0.211	+	0
68	−	.515	+	.475	−	0,495	−	0.493	−	0.002	−	.156	+	.250	−	0,203	−	0.204	+	0.001
70	−	.506	+	.465	−	0.486	−	0.482	−	0.004	−	.158	+	.233	−	0, 196	−	0.196	+	0
72	−	.498	+	.458	−	0.478	−	0.474	−	0.004	−	.141	+	.231	−	0, 186	−	0.187	+	0.001
74	−	.487	+	.443	−	0.465	−	0.463	−	0.002	−	.137	+	.223	−	0, 180	−	0.182	+	0.002
76	−	.479	+	.430	−	0,455	−	0.452	−	0.003	−	.139	+	.221	−	0. 180	−	0. 181	+	0.001
78	−	.473	+	.426	−	0.450	−	0.447	−	0.003	−	.130	+	.226	−	0.178	−	0.179	+	0.001
80																				
82																				
84																				
86																				
88																				
90																				
92																				
94																				
96																				
98																				
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102																				
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106																				
108																				
110																				
112																				
114																				
116																				
118																				

TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT Rainier Slide

____

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 7-25-85

RESULTANT DISPLACEMENT ____

DEPTH 78

RESULTANT AZIMUTH ____

WATER LEVEL 38.0.

INSTRUMENT Terra

READ BY DOUG +

HATCH

24'

DEPTH & JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15										B AXIS MOVEMENT 90° CLOCKWISE 105									
	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0258	+	0245	-	0252	-	.0241	-	0011	-	0120	+	0062	-	0091	-	.0095	+	0004
4	-	0264	+	0252	-	0258	-	.0249	-	0009	-	0120	+	0067	-	0094	-	.0095	+	0001
6	-	0276	+	0262	-	0269	-	.0260	-	0009	-	0124	+	0068	-	0096	-	.0097	+	0001
8	-	0278	+	0267	-	0273	-	.0267	-	0006	-	0135	+	0077	-	0106	-	.0108	+	0002
10	-	0279	+	0271	-	0274	-	.0272	-	0002	-	0145	+	0095	-	0120	-	.0123	+	0003
12	-	0284	+	0270	-	0277	-	.0274	-	0003	-	0163	+	0111	-	0137	-	.0140	+	0003
14	-	0284	+	0272	-	0278	-	.0274	-	0004	-	0189	+	0131	-	0160	-	.0162	+	0002
16	-	0279	+	0268	-	0274	-	.0272	-	0002	-	0213	+	0160	-	0187	-	.0186	-	0001
J 18	-	0272	+	0260	-	0266	-	.0271	+	0005	-	0246	+	0190	-	0218	-	.0215	-	0003
20	-	0260	+	0247	-	0254	-	.0260	+	0006	-	0116	+	0046	-	0081	-	.0078	-	0003
22	-	0290	+	0277	-	0284	-	.0300	+	0016	+	0037	-	0093	+	0065	+	.0073	-	0008
24	-	0279	+	0269	-	0274	-	.0293	+	0019	+	0006	-	0056	+	0031	+	.0040	-	0009
26	-	0303	+	0292	-	0298	-	.0311	+	0013	-	0022	-	0031	+	0005	+	.0012	-	0007
28	-	0338	+	0324	-	0331	-	.0335	+	0004	-	0047	-	0009	-	0019	-	.0015	-	0004
30	-	0355	+	0345	-	0350	-	.0349	-	0001	-	0063	+	0009	-	0036	-	.0035	-	0001
32	-	0364	+	0353	-	0359	-	.0355	-	0004	-	0075	+	0021	-	0048	-	.0048		0
34	-	0364	+	0354	-	0359	-	.0354	-	0005	-	0086	+	0032	-	0059	-	.0058	-	0001
36	-	0360	+	0348	-	0354	-	.0349	-	0005	-	0093	+	0043	-	0068	-	.0066	-	0002
J 38	-	0351	+	0336	-	0344	-	.0341	-	0003	-	0096	+	0042	-	0069	-	.0066	-	0003
40	-	0406	+	0393	-	0400	-	.0398	-	0002	-	0125	+	0064	-	0095	-	.0093	-	0002
42	-	0509	+	0500	-	0505	-	.0500	-	0005	-	0150	+	0098	-	0124	-	.0123	-	0001
44	-	0488	+	0479	-	0484	-	.0480	-	0004	-	0143	+	0093	-	0117	-	.0117		0
46	-	0467	+	0456	-	0462	-	.0458	-	0004	-	0144	+	0095	-	0120	-	.0118	-	0002
48	-	0440	+	0427	-	0434	-	.0431	-	0003	-	0144	+	0094	-	0119	-	.0119		0
50	-	0418	+	0406	-	0412	-	.0408	-	0004	-	0145	+	0093	-	0119	-	.0119		0
52	-	0399	+	0388	-	0394	-	.0390	-	0004	-	0145	+	0096	-	0119	-	.0120	+	0001
54	-	0382	+	0371	-	0377	-	.0373	-	0004	-	0144	+	0094	-	0119	-	.0118	-	0001
56	-	0364	+	0352	-	0358	-	.0354	-	0004	-	0144	+	0096	-	0120	-	.0118	-	0002
J 58	-	0345	+	0333	-	0339	-	.0336	-	0003	-	0147	+	0100	-	0124	-	.0122	-	0002
60	-	0386	+	0377	-	0382	-	.0382		0	-	0170	+	0124	-	0147	-	.0146	-	0001

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT RAINIER SLIDE

"C" Street

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE 7-9-85

RESULTANT DISPLACEMENT

DEPTH 78

RESULTANT AZIMUTH

WATER LEVEL 37.0'.

INSTRUMENT SINCO

READ BY DOUG +

HATCH

HT. of Tube = 1.5'

PRELIMINARY
subject to
revision

	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15										B AXIS MOVEMENT 90° CLOCKWISE 105									
DEPTH JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	-	0455	+	0443	-	0449	-	.0446	-	0003	-	0188	+	0142	-	0165	-	.0164	-	0001
64	-	0439	+	0428	-	0434	-	.0430	-	0004	-	0190	+	0145	-	0168	-	.0167	-	0001
66	-	0426	+	0416	-	0421	-	.0418	-	0003	-	0194	+	0145	-	0170	-	.0168	-	0002
68	-	0419	+	0408	-	0414	-	.0410	-	0004	-	0185	+	0141	-	0163	-	.0162	-	0001
70	-	0411	+	0401	-	0406	-	.0401	-	0005	-	0177	+	0133	-	0155	-	.0153	-	0002
72	-	0401	+	0389	-	0396	-	.0392	-	0004	-	0170	+	0125	-	0148	-	.0147	-	0001
74	-	0393	+	0380	-	0387	-	.0383	-	0004	-	0167	+	0123	-	0145	-	.0144	-	0001
76	-	0383	+	0373	-	0378	-	.0375	-	0003	-	0165	+	0123	-	0144	-	.0142	-	0002
78	-	0382	+	0374	-	0378	-	.0373	-	0005	-	0161	+	0114	-	0138	-	.0135	-	0003
80																				
82																				
84																				
86																				
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112																				
114																				
116																				
118																				

TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT RAINIER SLIDE

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE 7-9- 5

RESULTANT DISPLACEMENT

DEPTH 78

RESULTANT AZIMUTH

WATER LEVEL 37.0'.

INSTRUMENT Sinco

READ BY DOUG T

HATCH

PRELIMINARY
subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 14

[illegible] AXIS MOVEMENT [illegible] CLOCKWISE 104

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0095	+	0080							-	0109	+	0059						
4	-	0089	+	0075							-	0102	+	0050						
6	-	0077	+	0064							-	0092	+	0042						
8	-	0076	+	0065							-	0085	+	0036						
10	-	0071	+	0057							-	0077	+	0028						
12	-	0058	+	0044							-	0072	+	0022						
14	-	0057	+	0044							-	0068	+	0018						
16	-	0052	+	0042							-	0154	+	0096						
18	-	0032	+	0021							-	0209	+	0163						
20	-	0046	+	0035							-	0201	+	0157						
22	-	0061	+	0048							-	0188	+	0147						
24	-	0073	+	0058							-	0173	+	0128						
26	-	0088	+	0074							-	0161	+	0116						
28	-	0105	+	0094							-	0144	+	0101						
30	-	0125	+	0114							-	0123	+	0080						
32	-	0145	+	0133							-	0106	+	0064						
34	-	0162	+	0149							-	0088	+	0047						
36	+	0004	-	0015							-	0152	+	0112						
38	+	0106	-	0119							-	0181	+	0140						
40	+	0100	-	0111							-	0164	+	0124						
42	+	0084	-	0097							-	0138	+	0098						
44	+	0067	-	0079							-	0130	+	0092						
46	+	0050	-	0063							-	0130	+	0090						
48	+	0035	-	0047							-	0120	+	0081						
50	+	0022	-	0033							-	0118	+	0079						
52	+	0007	-	0018							-	0115	+	0077						
54	-	0010	-	0001							-	0106	+	0069						
56	+	0020	-	0031							-	0123	+	0084						
58	+	0028	-	0041							-	0137	+	0099						
60	+	0004	-	0016							-	0145	+	0106						

TUBE NO. 130 DEPTH 745

SHEET NO. 1 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 7-9-85

PRESENT OBSERVATION DATE 7-9-85

RESULTANT DISPLACEMENT

DEPTH 74

RESULTANT AZIMUTH

WATER LEVEL 10.5'.

INSTRUMENT SINCO

READ BY DOUG + HATCH

N ↓

130

131 steel Tube height = 1.1'

121

Joints every 20' from bottom

PRELIMINARY

subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 14

AXIS
90° CLOCKWISE 104

DEPTH JOINTS	± TOE VALUE	± HEAD VALUE	± PRESENT DIFF/2	± INITIAL DIFF/2	± CHANGE (inches)	± TOE VALUE	± VALUE	± PRESENT DIFF/2	± INITIAL DIFF/2	± CHANGE (inches)
62	-0010	-0001				-0151	+0115			
64	-0021	+0011				-0156	+0121			
66	-0037	+0029				-0164	+0128			
68	-0047	+0035				-0169	+0133			
70	-0050	+0040				-0174	+0138			
72	-0060	+0052				-0177	+0143			
74	-0059	+0058				-0174	+0142			
76										
78										
80										
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112										
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116										
118										
120										

TUBE NO. 130 DEPTH 74.5

SHEET NO. 2 OF 2

PROJECT Rainier

Slide

INITIAL OBSERVATION DATE 7-9-85

PRESENT OBSERVATION DATE 7-9-

RESULTANT DISPLACEMENT ______

DEPTH 74

RESULTANT AZIMUTH ______

WATER LEVEL 10.5'.

INSTRUMENT SINCO

READ BY DOUG +

HATCH

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 340

PRELIMINARY subject to revision

AXIS 90° CLOCKWISE 70

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0060	+	0005							-	0729	+	0665						
4	-	0068	+	0057							-	0257	+	0211						
6	-	0078	+	0064							-	0260	+	0211						
8	-	0096	+	0080							-	0236	+	0157						
10	-	0077	+	0062							-	0208	+	0157						
12	-	0097	+	0022							-	0150	+	0132						
14	-	0094	+	0079							-	0149	+	0102						
16	-	0062	+	0045							-	0087	+	0040						
18	-	0045	+	0027							-	0087	+	0042						
20	-	0040	+	0025							-	0095	+	0050						
22	-	0035	+	0018							-	0105	+	0057						
24	-	0029	+	0013							-	0116	+	0071						
26	-	0020	+	0004							-	0133	+	0056						
28	-	0106	+	0087							-	0263	+	0224						
30	-	0121	+	0106							-	0331	+	0288						
32	-	0102	+	0087							-	0339	+	0297						
34	-	0090	+	0074							-	0340	+	0296						
36	-	0079	+	0065							-	0340	+	0297						
38	-	0070	+	0055							-	0345	+	0303						
40	-	0133	+	0117							-	0222	+	0188						
42	-	0141	+	0126							-	0175	+	0134						
44	-	0131	+	0116							-	0196	+	0154						
46	-	0126	+	0112							-	0219	+	0178						
48	-	0118	+	0104							-	0246	+	0207						
50	-	0115	+	0100							-	0270	+	0230						
52	-	0015	+	0002							-	0159	+	0126						
54	+	0015	-	0030							-	0118	+	0077						
56	-	0004	-	0010							-	0142	+	0104						
58	-	0021	+	0007							-	0164	+	0125						
60	-	0035	+	0020							-	0189	+	0150						

TUBE NO. 131 DEPTH 70

SHEET NO. 1 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 7-9-85

PRESENT OBSERVATION DATE 7-9-9-

RESULTANT DISPLACEMENT

DEPTH 70.0'

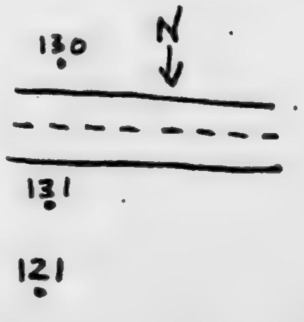
RESULTANT AZIMUTH

WATER LEVEL 11.3'

INSTRUMENT Sinco

READ BY DOUG + HATCH

1.7' height of slope tube



PRELIMINARY
subject to revision

TUBE NO. 131 DEPTH 70

SHEET NO. 2 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 7-9-85

PRESENT OBSERVATION DATE 7-9-8

RESULTANT DISPLACEMENT

DEPTH 70.0'

RESULTANT AZIMUTH

WATER LEVEL 11.3'.

INSTRUMENT SINCO

READ BY DOUG + HATCH

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 340

B AXIS
MOVEMENT 90° CLOCKWISE 70

DEPTH JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	-	0054	+	0037							-	0220	+	0182						
64	-	0078	+	0063							-	0247	+	0209						
66	-	0099	+	0085							-	0265	+	0226						
68	-	0112	+	0099							-	0272	+	0235						
70	-	0115	+	0102							-	0276	+	0240						
72																				
74																				
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106																				
108																				
110																				
112																				
114																				
116																				
118																				
120																				

PRELIMINARY
subject to revision

24'

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15

B AXIS
MOVEMENT 90° CLOCKWISE 105

DEPTH & POINTS	A AXIS TOE VALUE	— HEAD VALUE	PRESENT DIFF/2	INITIAL DIFF/2	CHANGE (inches)	B AXIS TOE VALUE	— HEAD VALUE	PRESENT DIFF/2	INITIAL DIFF/2	CHANGE (inches)
2	– [illegible]	+ [illegible]	–0242	- .0241	–0001	–011[illegible]	+ [illegible]	–0091	- .0095	+0004
4	– [illegible]	+ [illegible]	–0249	- .0249	0	–0118	+ [illegible]	–0092	- .0095	+0003
6	– [illegible]	+0255	–0260	- .0260	0	–0121	+ [illegible]	–0096	- .0097	+0001
8	–0274	+0263	–0269	- .0267	–0001	–013[illegible]	+ [illegible]	–0108	- .0108	0
10	–0274	+0264	–0271	- .0272	+0001	–0147	+ [illegible]	–0123	- .0123	0
12	–028[illegible]	+ [illegible]	–0274	.0274	0	–0167	+ [illegible]	–0140	- .0140	0
14	–0281	+ [illegible]	–0275	- .0274	–0001	–0188	+ [illegible]	–0160	- .0162	+0002
16	–0276	+02[illegible]7	–0271	- .0272	+0001	–0214	+ [illegible]	–0188	- .0186	–0002
ʃ 18	–0270	+0261	–0265	- .0271	+0006	–0244	+0191	–0217	- .0215	–0002
20	–0259	+0246	–0252	- .0260	+0008	–0109	+0033	–0071	- .0078	+0007
22	–0288	+0277	–0282	- .0300	+0018	+0027	– [illegible]	+0063	+ .0073	–0010
24	– [illegible]	+0267	–0262	- .0293	+0031	+ [illegible]	– [illegible]	+0031	+ .0040	–0009
26	– [illegible]	+0292	–0297	- .0311	+0014	– [illegible]	– [illegible]	+0003	+ .0012	–0009
28	–0358	+0306	–0332	- .0335	+0003	– [illegible]	– [illegible]	–0020	- .0015	–0005
30	–0356	+0345	–0350	- .0349	–0001	– [illegible]	+ [illegible]	–0037	- .0035	–0002
32	–0364	+0351	–0357	- .0355	–0002	–0076	+ [illegible]	–0051	- .0048	–0003
34	– [illegible]	+ [illegible]	–0357	- .0354	–0003	[illegible]	+ [illegible]	–0061	- .0058	–0003
36	– [illegible]	+ [illegible]	–0352	- .0349	–0003	[illegible]	+ [illegible]	–0069	- .0066	–0003
ʃ 38	– [illegible]	+ [illegible]	–0343	- .0341	–0002	[illegible]	+ [illegible]	–0069	- .0066	–0003
40	– [illegible]	+ [illegible]	–0403	- .0398	–0005	–[illegible]5	+[illegible]6	–0096	- .0093	–0003
42	– [illegible]	+ [illegible]	–0503	- .0500	–0003	[illegible]	+ [illegible]	–0123	- .0123	0
44	– [illegible]	+ [illegible]	–0483	- .0480	–0003	[illegible]	+ [illegible]	–0120	- .0117	–0003
46	–0467	+0455	–0461	- .0458	–0003	[illegible]	+0098	–0121	- .0118	–0003
48	– [illegible]	+ [illegible]	–0434	- .0431	–0003	[illegible]	+ [illegible]	–0120	- .0119	–0001
50	–0417	+ [illegible]	–0411	- .0408	–0003	[illegible]	+ [illegible]	–0120	- .0119	–0001
52	– [illegible]	+ [illegible]	–0392	- .0390	–0002	[illegible]	+ [illegible]	–0122	- .0120	–0002
54	– [illegible]	+ [illegible]	–0376	- .0373	–0003	[illegible]	+ [illegible]	–0120	- .0118	–0002
56	– [illegible]	+ [illegible]	–0358	- .0354	–0004	[illegible]	+ [illegible]	–0122	- .0118	–0004
ʃ 58	–0344	+0333	–0338	- .0336	–0002	[illegible]	+0102	–0124	- .0122	–0002
60	– [illegible]	+0376	–0381	- .0382	+0001	–0170	+ [illegible]	–0148	- .0146	–0002

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT RAINIER SLIDE

"C" Street

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE 5-13-85

RESULTANT DISPLACEMENT ________

DEPTH [illegible]

RESULTANT AZIMUTH ________

WATER LEVEL 35.5'

INSTRUMENT Sinco

READ BY Terry

[illegible]

HT. of Tube = 1.5'

PRELIMINARY

subject to revision

TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT RAINIER SLIDE

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE ________

RESULTANT DISPLACEMENT ________

DEPTH ________

RESULTANT AZIMUTH ________

WATER LEVEL ________

INSTRUMENT ________

READ BY ________

A AXIS — APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15

B AXIS — MOVEMENT 90° CLOCKWISE 105

DEPTH JOINTS	A ±	A TOE VALUE	A ±	A HEAD VALUE	A ±	A PRESENT DIFF/2	A ±	A INITIAL DIFF/2	A ±	A CHANGE (inches)	B ±	B TOE VALUE	B ±	B HEAD VALUE	B ±	B PRESENT DIFF/2	B ±	B INITIAL DIFF/2	B ±	B CHANGE (inches)
62	–	0452	+	0443	–	0448	-	.0446	–	0002	–	0187	+	0143	–	0165	-	.0164	–	0001
64	–	0440	+	0428	–	0434	-	.0430	–	0004	–	0191	+	0147	–	0169	-	.0167	–	0002
66	–	[illegible]	+	0416	–	0421	-	.0418	–	0003	–	0196	+	0146	–	0171	-	.0168	–	0003
68	–	[illegible]	+	0408	–	0413	-	.0410	–	0003	–	0185	+	0143	–	0164	-	.0162	–	0002
70	–	0410	+	0401	–	0405	-	.0401	–	0004	–	0177	+	0135	–	0156	-	.0153	–	0003
72	–	0401	+	0388	–	0394	-	.0392	–	0002	–	0171	+	0127	–	0149	-	.0147	–	0002
74	–	0394	+	0380	–	0387	-	.0383	–	0004	–	[illegible]	+	[illegible]	–	0146	-	.0144	–	0002
76	–	0384	+	0372	–	0378	-	:0375	–	0003	–	0166	+	0124	–	0145	-	.0142	–	0003
78	–	[illegible]	+	0374	–	0378	-	.0373	–	0005	–	[illegible]	+	0117	–	0139	-	.0135	–	0004
80																				
82																				
84																				
86																				
88																				
90																				
92																				
94																				
96																				
98																				
100																				
102																				
104																				
106																				
108																				
110																				
112																				
114																				
116																				
118																				

24'

PRELIMINARY subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15

B AXIS
MOVEMENT 90° CLOCKWISE 105

DEPTH & JOINTS	A AXIS										B AXIS									
	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0247	+	0240	-	0244	-	.0241	-	0003	-	0088	+	0075	-	0082	-	.0095	+	0013
4	-	[illegible]	+	0245	-	0250	-	.0249	-	0001	-	0101	+	0082	-	0092	-	.0095	+	0003
6	-	[illegible]	+	0256	-	0261	-	.0260	-	0001	-	0103	+	0091	-	0097	-	.0097		0
8	-	[illegible]	+	0263	-	0269	-	.0267	-	0002	-	0116	+	0100	-	0108	-	.0108		0
10	-	0277	+	0268	-	0273	-	.0272	-	0001	-	0128	+	0118	-	0123	-	.0123		0
12	-	0280	+	0269	-	0275	+	.0274	-	0001	-	0150	+	0133	-	0142		.0140	-	0002
14	-	0283	+	0272	-	0278	-	.0274	-	0004	-	0169	+	0153	-	0161	-	.0162	+	0001
16	-	0277	+	0267	-	0272	-	.0272		0	-	0193	+	[illegible]	-	0188	-	.0186	-	0002
J 18	-	0274	+	0263	-	0269	-	.0271	+	0002	-	[illegible]	+	0211	-	0218	-	.0215	-	0003
20	-	0259	+	0246	-	0253	-	.0260	+	0007	-	0107	+	[illegible]	-	0083	-	.0078	-	0005
22	-	0291	+	0277	-	0284	-	.0300	+	0016	+	[illegible]	-	[illegible]	+	0065	+	.0073	-	0008
24	-	0278	+	0268	-	0273	-	.0293	+	0020	+	0027	-	0036	+	0032	+	.0040	-	0008
26	-	0302	+	0294	-	0298	-	.0311	+	0013	-	0004	-	0011	+	0004	+	.0012	-	0008
28	-	0339	+	0329	-	0334	-	.0335	+	0001	-	0027	+	0013	-	0020	-	.0015	-	0005
30	-	0357	+	0346	-	0352	-	.0349	-	0003	-	0044	+	0031	-	0038	-	.0035	-	0003
32	-	363	+	0353	-	0358	-	.0355	-	0003	-	0057	+	0043	-	0050	-	.0048	-	0002
34	-	0364	+	0352	-	0358	-	.0354	-	0004	-	0069	+	0052	-	0061	-	.0058	-	0003
36	-	0358	+	0346	-	0352	-	.0349	-	0003	-	0075	+	0060	-	0068	-	.0066	-	0002
J 38	-	0350	+	0337	-	0344	-	.0341	-	0003	-	0076	+	0061	-	0069	-	.0066	-	0003
40	-	0408	+	0404	-	0406	-	.0398	-	0008	-	0108	+	0084	-	0096	-	.0093	-	0003
42	-	0508	+	0498	-	0503	-	.0500	-	0003	-	0131	+	0118	-	0125	-	.0123	-	0002
44	-	0489	+	0477	-	0483	-	.0480	-	0003	-	0127	+	0113	-	0120	-	.0117	-	0003
46	-	0467	+	0455	-	0461	-	.0458	-	0003	-	0128	+	0112	-	0120	-	.0118	-	0002
48	-	0440	+	0427	-	0434	-	.0431	-	0003	-	0127	+	0114	-	0121	-	.0119	-	0002
50	-	0419	+	0405	-	0412	-	.0408	-	0004	-	0127	+	0114	-	0121	-	.0119	-	0002
52	-	0399	+	0387	-	0393	-	.0390	-	0003	-	0128	+	[illegible]	-	0122	-	.0120	-	0002
54	-	0382	+	0371	-	0377	-	.0373	-	0004	-	0128	+	0113	-	0121	-	.0118	-	0003
56	-	0362	+	0351	-	0357	-	.0354	-	0003	-	0128	+	0115	-	0122	-	.0118	-	0004
J 58	-	0345	+	0335	-	0340	-	.0336	-	0004	-	0131	+	0117	-	0124	-	.0122	-	0002
60	-	0390	+	0383	-	0387	-	.0382	-	0005	-	[illegible]	+	0144	-	0150	-	.0146	-	0004

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT RAINIER SLIDE

"C" Street

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE 4-2-85

RESULTANT DISPLACEMENT

DEPTH ?

RESULTANT AZIMUTH

WATER LEVEL [illegible]

INSTRUMENT Sinco

READ BY Randy

HT. of Tube = 1.5'

PRELIMINARY
subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15

B AXIS
MOVEMENT 90° CLOCKWISE 105

DEPTH - JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	READ VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	–	0455	+	0443	–	0449	-	.0446	–	0003	–	0173	+	0160	–	0167	-	.0164	–	0003
64	–	0439	+	0428	–	0434	-	.0430	–	0004	–	0176	+	0161	–	0169	-	.0167	–	0002
66	–	0428	+	0415	–	0422	-	.0418	–	0004	–	0178	+	0161	–	0170	-	.0168	–	0002
68	–	0421	+	0408	–	0415	-	.0410	–	0005	–	0171	+	0156	–	0164	-	.0162	–	0002
70	–	0412	+	0399	–	0406	-	.0401	–	0005	–	0162	+	0150	–	0156	-	.0153	–	0003
72	–	0401	+	0390	–	0396	-	.0392	–	0004	–	0151	+	0142	–	0150	-	.0147	–	0003
74	–	0394	+	0382	–	0388	-	.0383	–	0005	–	0154	+	0139	–	0147	-	.0144	–	0003
76	–	0386	+	0373	–	0380	-	.0375	–	0005	–	0152	+	0137	–	0145	-	.0142	–	0003
78	–	0383	+	0373	–	0378	-	.0373	–	0005	–	0145	+	0130	–	0138	-	.0135	–	0003
80																				
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TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT RAINIER SLIDE

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE 4-18-8

RESULTANT DISPLACEMENT ________

DEPTH 78

RESULTANT AZIMUTH ________

WATER LEVEL 34.3

INSTRUMENT Sinco

READ BY Randy

Terry

PRELIMINARY
subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15

B AXIS
MOVEMENT 90° CLOCKWISE 105

DEPTH & JOINTS	A: ±	A: TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE	B: ±	B: TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE
2	-	0241	+	0242			-	0.241			-	0082	+	0108			-	0.095		
4	-	0250	+	0248			-	0.249			-	0084	+	0106			-	0.095		
6	-	0260	+	0259			-	0.260			-	0086	+	0107			-	0.097		
8	-	0268	+	0266			-	0.267			-	0096	+	0120			-	0.108		
10	-	0272	+	0272			-	0.272			-	0113	+	0133			-	0.123		
12	-	0274	+	0273			-	0.274			-	0129	+	0151			-	0.140		
14	-	0279	+	0275			-	0.274			-	0152	+	0172			-	0.162		
16	-	0272	+	0272			-	0.272			-	0175	+	0196			-	0.186		
18	-	0271	+	0270			-	0.271			-	0203	+	0226			-	0.215		
J 20	-	0256	+	0263			-	0.260			-	0052	+	0104			-	0.078		
22	-	0299	+	0302			-	0.300			+	0084	-	0061			+	0.073		
24	-	0293	+	0294			-	0.293			+	0052	-	0029			+	0.040		
26	-	0312	+	0310			-	0.311			+	0022	-	0002			+	0.012		
28	-	0335	+	0334			-	0.335			-	0003	+	0026			-	0.015		
30	-	0348	+	0350			-	0.349			-	0025	+	0046			-	0.035		
32	-	0354	+	0356			-	0.355			-	0037	+	0059			-	0.048		
34	-	0353	+	0355			-	0.354			-	0047	+	0070			-	0.058		
36	-	0348	+	0350			-	0.349			-	0055	+	0077			-	0.066		
38	-	0339	+	0343			-	0.341			-	0055	+	0078			-	0.066		
J 40	-	0393	+	0403			-	0.398			-	0078	+	0107			-	0.093		
42	-	0500	+	0500			-	0.500			-	0112	+	0134			-	0.123		
44	-	0478	+	0483			-	0.480			-	0105	+	0129			-	0.117		
46	-	0456	+	0461			-	0.458			-	0106	+	0130			-	0.118		
48	-	0428	+	0434			-	0.431			-	0107	+	0130			-	0.119		
50	-	0408	+	0409			-	0.408			-	0106	+	0131			-	0.119		
52	-	0388	+	0391			-	0.390			-	0108	+	0131			-	0.120		
54	-	0371	+	0374			-	0.373			-	0106	+	0129			-	0.118		
56	-	0353	+	0356			-	0.354			-	0106	+	0130			-	0.118		
58	-	0335	+	0337			-	0.336			-	0111	+	0133			-	0.122		
J 60	-	0383	+	0380			-	0.382			-	0135	+	0157			-	0.146		

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT Rainier Slide "C" Street

INITIAL OBSERVATION DATE 1-23-85

PRESENT OBSERVATION DATE 4/23/5

RESULTANT DISPLACEMENT

DEPTH 78

RESULTANT AZIMUTH

WATER LEVEL 31.5'

INSTRUMENT Sinco

READ BY Glen + Fard

Signs corrected 4-10-85

K.I.

PRELIMINARY
subject to revision

TUBE NO. 119 DEPTH 80
SHEET NO. 2 OF 2
PROJECT Rainier Slide
INITIAL OBSERVATION DATE 1-23-85
PRESENT OBSERVATION DATE 1/23/
RESULTANT DISPLACEMENT
DEPTH 73
RESULTANT AZIMUTH
WATER LEVEL 31.5'
INSTRUMENT Sinco
READ BY Glen + Randy

A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15

B AXIS MOVEMENT 90° CLOCKWISE 105

	A AXIS										B AXIS									
DEPTH : JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (~~inches~~)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (~~inches~~)
62	-	0444	+	0448			-	0.446			-	0152	+	0177			-	0.164		
64	-	0429	+	0432			-	0.430			-	0155	+	0178			-	0.167		
66	-	0416	+	0419			-	0.418			-	0155	+	0181			-	0.168		
68	-	0408	+	0412			-	0.410			-	0148	+	0175			-	0.162		
70	-	0399	+	0404			-	0.401			-	0140	+	0165			-	0.153		
72	-	0390	+	0394			-	0.392			-	0133	+	0160			-	0.147		
74	-	0381	+	0385			-	0.383			-	0131	+	0157			-	0.144		
76	-	0373	+	0377			-	0.375			-	0130	+	0154			-	0.142		
78	-	0371	+	0.375			-	0.373			-	0121	+	0142			-	0.135		
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120																				

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT Rainier Slide

"C" Street

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 1/23/5

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

WATER LEVEL 31.5'

INSTRUMENT Terra

READ BY Glen +

Randy

Height of tube = 1.5'

	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15°										B AXIS MOVEMENT 90° CLOCKWISE 105°									
DEPTH & JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0.296	+	0.270	-	0.283	-	0.296	+	0.013	-	0.048	+	0.150	-	0.099	-	0.100	+	0.001
4	-	0.309	+	0.279	-	0.294	-	0.301	+	0.007	-	0.051	+	0.189	-	0.120	-	0.103	-	0.017
6	-	0.318	+	0.288	-	0.303	-	0.304	+	0.001	-	0.054	+	0.184	-	0.119	-	0.102	-	0.017
8	-	0.327	+	0.299	-	0.313	-	0.312	-	0.001	-	0.053	+	0.197	-	0.125	-	0.111	-	0.014
10	-	0.334	+	0.308	-	0.321	-	0.324	+	0.003	-	0.070	+	0.213	-	0.143	-	0.127	-	0.016
12	-	0.341	+	0.315	-	0.328	-	0.341	+	0.013	-	0.097	+	0.229	-	0.163	-	0.155	-	0.008
14	-	0.338	+	0.312	-	0.325	-	0.350	+	0.025	-	0.114	+	0.258	-	0.186	-	0.180	-	0.006
16	-	0.339	+	0.313	-	0.326	-	0.360	+	0.034	-	0.142	+	0.281	-	0.211	-	0.209	-	0.002
18	-	0.335	+	0.307	-	0.321	-	0.365	+	0.044	-	0.180	+	0.321	-	0.250	-	0.240	-	0.010
J20	-	0.331	+	0.295	-	0.313	-	0.366	+	0.053	-	0.216	+	0.362	-	0.289	-	0.281	-	0.008
22	-	0.371	+	0.332	-	0.351	-	0.410	+	0.059	+	0.161	-	0.045	+	0.103	+	0.113	-	0.010
24	-	0.367	+	0.343	-	0.355	-	0.430	+	0.075	+	0.126	+	0.016	+	0.055	+	0.062	-	0.007
26	-	0.373	+	0.353	-	0.363	-	0.434	+	0.071	+	0.083	+	0.049	-	0.017	+	0.031	-	0.048
28	-	0.401	+	0.377	-	0.389	-	0.441	+	0.052	+	0.057	+	0.085	-	0.014	-	0.005	-	0.009
30	-	0.428	+	0.400	-	0.414	-	0.447	+	0.033	+	0.027	+	0.106	-	0.039	-	0.031	-	0.008
32	-	0.437	+	0.410	-	0.424	-	0.445	+	0.021	+	0.003	+	0.126	-	0.061	-	0.052	-	0.009
34	-	0.438	+	0.411	-	0.425	-	0.439	+	0.014	-	0.007	+	0.143	-	0.075	-	0.065	-	0.010
36	-	0.436	+	0.407	-	0.421	-	0.432	+	0.011	-	0.015	+	0.149	-	0.082	-	0.076	-	0.006
38	-	0.427	+	0.397	-	0.412	-	0.421	+	0.009	-	0.020	+	0.152	-	0.086	-	0.083	-	0.003
J 40	-	0.412	+	0.388	-	0.400	-	0.399	-	0.001	-	0.028	+	0.150	-	0.089	-	0.086	-	0.003
42	-	0.611	+	0.606	-	0.608	-	0.613	+	0.005	-	0.098	+	0.227	-	0.162	-	0.164	+	0.002
44	-	0.595	+	0.570	-	0.582	-	0.588	+	0.006	-	0.080	+	0.221	-	0.150	-	0.154	+	0.004
46	-	0.575	+	0.547	-	0.561	-	0.565	+	0.004	-	0.084	+	0.219	-	0.151	-	0.155	+	0.004
48	-	0.539	+	0.514	-	0.526	-	0.532	+	0.006	-	0.083	+	0.217	-	0.150	-	0.156	+	0.006
50	-	0.512	+	0.483	-	0.497	-	0.501	+	0.003	-	0.076	+	0.217	-	0.146	-	0.153	+	0.007
52	-	0.489	+	0.460	-	0.474	-	0.476	+	0.002	-	0.080	+	0.219	-	0.149	-	0.156	+	0.007
54	-	0.466	+	0.439	-	0.452	-	0.452		0	-	0.091	+	0.215	-	0.148	-	0.154	+	0.006
56	-	0.442	+	0.419	-	0.430	-	0.428	-	0.002	-	0.077	+	0.217	-	0.147	-	0.152	+	0.005
58	-	0.424	+	0.400	-	0.412	-	0.407	-	0.005	-	0.082	+	0.221	-	0.151	-	0.158	+	0.007
J 60	-	0.428	+	0.384	-	0.406	-	0.391	-	0.015	-	0.091	+	0.231	-	0.161	-	0.155	-	0.006

TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 1/23/

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

WATER LEVEL 31.5'

INSTRUMENT Terra

READ BY Glen + Randy

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15°

B AXIS
MOVEMENT 90° CLOCKWISE 105°

	A AXIS										B AXIS									
DEPTH in JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	-	0.542	+	0.529	-	0.535	-	0.542	+	0.007	-	0.138	+	0.276	-	0.207	-	0.216	+	0.009
64	-	0.533	+	0.508	-	0.520	-	0.521	+	0.001	-	0.140	+	0.271	-	0.205	-	0.206	+	0.001
66	-	0.518	+	0.496	-	0.507	-	0.506	-	0.001	-	0.141	+	0.280	-	0.210	-	0.211	+	0.001
68	-	0.508	+	0.480	-	0.493	-	0.493		0	-	0.137	+	0.273	-	0.195	-	0.204	+	0.009
70	-	0.496	+	0.472	-	0.484	-	0.482	-	0.002	-	0.130	+	0.259	-	0.194	-	0.196	+	0.002
72	-	0.487	+	0.461	-	0.474	-	0.474		0	-	0.116	+	0.258	-	0.187	-	0.187		0
74	-	0.477	+	0.448	-	0.462	-	0.463	+	0.001	-	0.112	+	0.250	-	0.182	-	0.182		0
75	-	0.467	+	0.436	-	0.451	-	0.452	+	0.001	-	0.115	+	0.247	-	0.181	-	0.181		0
78	-	0.465	+	0.435	-	0.450	-	0.447	-	0.003	-	0.108	+	0.245	-	0.177	-	0.179	+	0.002
80																				
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120																				

INCLINOMETER FIELD SHEET

PROJECT: RAINIER SLIDE
INITIAL OBSERVATION DATE: 1-23-85
PRESENT OBSERVATION DATE: 1-23-85
WATER LEVEL FROM GROUND: 31.5'
READ BY: GLEN + RANDY

TUBE NO.: TB-119
DEPTH: 78.0'
TUBE ELEV.:
AZIMUTH: 15°
BATTERY CHECK: 6.892

STA.	FORWARD		REVERSE	
	A - Axis	B - Axis	A - Axis	B - Axis
4	-250	-84	+248	+106
6	-260	-86	+259	+107
8	-263	-96	+266	+120
10	-272	-113	+272	+133
12	-274	-129	+273	+151
14	-274	-152	+275	+172
16	-272	-175	+272	+196
18	-271	-203	+270	+226
20	-256	-52	+263	+109
22	-299	+84	+302	-61
24	-293	+52	+294	-29
26	-312	+22	+310	-2
28	-335	-3	+334	+26
30	-348	-25	+350	+46
32	-354	-37	+356	+59
34	-353	-47	+355	+72
36	-348	-55	+350	+77
38	-339	-55	+343	+78
40	-393	-78	+403	+107
42	-500	-112	+500	+134
44	-478	-105	+483	+129
46	-458	-106	+461	+130
48	-428	-107	+434	+130
50	-408	-106	+409	+131
52	-388	-108	+391	+131
54	-371	-106	+374	+129
56	-353	-106	+356	+130
58	-335	-111	+337	+133
60	-383	-135	+388	+157
62	-444	-152	+448	+177
64	-429	-155	+432	+178
66	-416	-155	+419	+181
68	-408	-148	+412	+175
70	-399	-140	+404	+165
72	-390	-133	+394	+160
74	-381	-131	+385	+157
76	-373	-130	+377	+154
78	-371	-121	+375	+149
80				
82				
84				

STA.	FORWARD		REVERSE	
	A - Axis	B - Axis	A - Axis	B - Axis
86				
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Inclinometer Summary Sheet

OREGON STATE HIGHWAY DIVISION

Prefix C371405/000-908
Sheet 1 of 2

Calculations for RAINIER SLIDE ("C" STREET) TUBE TB #119

Made by D. MARSH, K=.0006 Defl. = k x change DATE 19

Depth	"A" axis Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)		"B" axis Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)
2											
4	-498						-190				
6	-519						-193				
8	-534						-216				
10	-544						-246				
12	-547						-280				
14	-549						-324				
16	-544						-371				
18	-541					J	-429				
20	-519						-156				
22	-601						+145				
24	-587						+81				
26	-622						+24				
28	-[illegible]						-29				
30	-683						-71				
32	-[illegible]						-96				
34	-708						-117				
36	-698						-132				
38	-682					J	-133				
40	-796						-185				
42	-[illegible]						-246				
44	-961						-234				
46	-917						-236				
48	-862						-237				
50	-817						-237				
52	-779						-239				
54	-745						-235				
56	-709						-236				
58	-672					J	-244				
60	-763						-292				

Inclinometer Summary Sheet

OREGON STATE HIGHWAY DIVISION

Prefix C 37.1495/000-908
Sheet 2 of 2

Calculations for RAINIER SLIDE ("C" STREET) TUBE TB #119
Made by D. MARSH
k=.0006 Defl. = k × change
DATE 19

	"A" axis					"B" axis				
Depth	Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)	Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)
62	-892					-329				
64	-861					-333				
66	-835					-336				
68	-820					-323				
70	-803					-305				
72	-784					-293				
74	-766					-288				
76	-750					-284				
78	-746					-270				
80										
82										
84										
86										
88										
90										
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120										

INCLINOMETER FIELD SHEET

PROJECT: RAINIER SLIDE
INITIAL OBSERVATION DATE: 1-23-85
PRESENT OBSERVATION DATE: 7-9-85
WATER LEVEL FROM GROUND: 37.0'
READ BY: MARSH & HATCHER

TUBE NO.: TB-110
DEPTH: 78.0
TUBE ELEV.:
AZIMUTH: 15°
BATTERY CHECK: 6.893

STA.	FORWARD		REVERSE	
	A - Axis	B - Axis	A - Axis	B - Axis
4	-264	-120	+252	+67
6	-276	-124	+262	+68
8	-278	-135	+267	+77
10	-279	-145	+271	+95
12	-284	-163	+270	+111
14	-284	-189	+272	+131
16	-279	-213	+268	+160
18	-272	-246	+260	+190
20	-260	-116	+247	+46
22	-290	+37	+277	-93
24	-279	+6	+269	-56
26	-303	-22	+292	-37
28	-338	-47	+324	-9
30	-355	-63	+345	+9
32	-364	-75	+353	+21
34	-364	-86	+354	+32
36	[illegible]	-93	+345	+43
38	-351	-96	+336	+42
40	-406	-125	+393	+64
42	-509	-150	+500	+95
44	-492	-143	+479	+93
46	-467	-144	+456	+95
48	-440	-144	+427	+94
50	-419	-145	+406	[illegible]
52	-399	-145	+388	[illegible]
54	-382	-144	+371	[illegible]
56	-364	-144	+352	[illegible]
58	-345	-147	+333	+100
60	-386	-170	+377	+124
62	-455	-188	+443	+142
64	-439	-190	+428	+145
66	-426	-194	+416	+145
68	-419	-185	+408	+141
70	-411	-177	+401	+133
72	-401	-170	+389	+135
74	-393	-167	+380	+123
76	-383	-165	+373	+123
78	-382	-161	+374	+114
80				
82				
84				

STA.	FORWARD		REVERSE	
	A - Axis	B - Axis	A - Axis	B - Axis
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Inclinometer Summary Sheet

OREGON STATE HIGHWAY DIVISION

Prefix C.371405/000-908
Sheet 1 of 2

Calculations for RAINIER SLIDE ("C" STREET) TUBE TB #119

Made by D. MARSH   K=.0006   Defl. = k x change   DATE 7-9 1985

Depth	"A" axis Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)		"B" axis Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)
2											
4	-498	-516	-18	-106	-.0636		-190	-187	+3	-72	-.0432
6	-519	-538	-19	-88	-.0528		-193	-192	+1	-75	-.0450
8	-534	-545	-11	-69	-.0414		-216	-172	+44	-76	-.0456
10	-544	-550	-6	-58	-.0348		-246	-240	+6	-120	-.0720
12	-547	-554	-7	-52	-.0312		-280	-274	+6	-126	-.0756
14	-549	-556	-7	-45	-.0270		-324	-320	+4	-132	-.0792
16	-544	-547	-3	-38	-.0228		-371	-373	-2	-136	-.0816
18	-541	-532	+9	-35	-.0210	J	-429	-436	-7	-134	-.0804
20	-519	-507	+12	-44	-.0264		-156	-162	-6	-127	-.0762
22	-601	-567	+34	-56	-.0336		+145	+130	-15	-121	-.0726
24	-587	-548	+39	-90	-.0540		+81	+62	-19	-106	-.0636
26	-622	-595	+27	-129	-.0774		+24	+9	-15	-87	-.0522
28	-669	-662	+7	-156	-.0936		-29	-38	-9	-72	-.0432
30	-698	-700	-2	-163	-.0978		-71	-72	-1	-63	.0378
32	-710	-717	-7	-161	-.0966		-96	-96	0	-62	-.0372
34	-708	-718	-10	-154	-.0924		-117	-118	-1	-62	-.0372
36	-698	-708	-10	-144	-.0864		-132	-136	-4	-61	-.0366
38	-682	-687	-5	-134	-.0804	J	-133	-138	-5	-57	-.0342
40	-796	-799	-3	-129	-.0774		-185	-186	-1	-52	-.0312
42	-1000	-1009	-9	-126	-.0756		-246	-248	-2	-51	-.0306
44	-961	-967	-6	-117	-.0702		-234	-236	-2	-49	-.0294
46	-917	-923	-6	-111	-.0666		-236	-239	-3	-47	-.0282
48	-862	-867	-5	-105	-.0630		-237	-238	-1	-44	-.0264
50	-817	-824	-7	-100	-.0600		-237	-238	-1	-43	-.0252
52	-779	-787	-8	-93	-.0558		-239	-241	-2	-42	-.0252
54	-745	-753	-8	-85	-.0510		-235	-238	-3	-40	-.0240
56	-709	-716	-7	-77	-.0462		-236	-240	-4	-37	-.0222
58	-672	-678	-6	-70	-.0420	J	-244	-247	-3	-33	-.0198
60	-763	-763	0	-64	-.0384		-292	-294	-2	-30	-.0180

Inclinometer Summary Sheet

OREGON STATE HIGHWAY DIVISION

Prefix C371495/000-908
Sheet 2 of 2

Calculation for RAINIER SLIDE ("C" STREET) TUBE TB #119
Made by D. MARSH
k = .0006 Defl. = k × change
DATE 7-9 1985

	"A" axis					"B" axis				
th	Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)	Initial 1-23-85	Diff.	Change	Σ Change	Defl. (in.)
2	-892	-898	-6	-64	-.0384	-329	-331	-2	-28	-.0168
4	-861	-867	-6	-58	-.0348	-333	-335	-2	-26	-.0156
6	-835	-842	-7	-52	-.0312	-336	-339	-3	-24	-.0144
8	-820	-827	-7	-45	-.0270	-323	-326	-3	-21	-.0126
0	-803	-812	-9	-38	-.0228	-305	-310	-5	-18	-.0108
2	-784	-790	-6	-29	-.0174	-293	-295	-2	-13	-.0078
4	-766	-773	-7	-23	-.0138	-288	-290	-2	-11	-.0066
6	-750	-756	-6	-16	-.0096	-284	-288	-4	-9	-.0054
8	-746	-756	-10	-10	-.0060	-270	-275	-5	-5	-.0030
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16										
18										
20										
	-27043	-27154 -27154	TOTAL -(-27043) = -10		Σ CHANGE	-8115 -8187-	-8187 (-8115)	TOTAL = -72		

	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15°										B AXIS MOVEMENT 90° CLOCKWISE 105°									
DEPTH " JOINTS	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0.330	+	0.240	-	0.285	-	0.296	+	0.011	-	0.066	+	0.142	-	0.104	-	0.100	+	0.004
4	-	0.337	+	0.248	-	0.293	-	0.301	+	0.008	-	0.073	+	0.159	-	0.116	-	0.103	-	0.013
6	-	0.350	+	0.254	-	0.302	-	0.304	+	0.002	-	0.075	+	0.157	-	0.116	-	0.102	-	0.014
8	-	0.358	+	0.266	-	0.312	-	0.312		0	-	0.080	+	0.170	-	0.125	-	0.111	-	0.014
10	-	0.370	+	0.275	-	0.323	-	0.324	+	0.001	-	0.096	+	0.188	-	0.142	-	0.127	-	0.015
12	-	0.374	+	0.282	-	0.328	-	0.341	+	0.013	-	0.122	+	0.204	-	0.163	-	0.155	-	0.008
14	-	0.371	+	0.282	-	0.327	-	0.350	+	0.023	-	0.139	+	0.235	-	0.187	-	0.180	-	0.007
16	-	0.372	+	0.282	-	0.327	-	0.360	+	0.033	-	0.166	+	0.258	-	0.212	-	0.209	-	0.003
18	-	0.369	+	0.273	-	0.321	-	0.365	+	0.044	-	0.204	+	0.289	-	0.247	-	0.240	-	0.007
J20	-	0.352	+	0.236	-	0.294	-	0.366	+	0.072	-	0.218	+	0.314	-	0.266	-	0.281	-	0.015
22	-	0.394	+	0.330	-	0.362	-	0.410	+	0.048	+	0.134	-	0.045	+	0.090	+	0.113	-	0.023
24	-	0.396	+	0.306	-	0.351	-	0.430	+	0.079	+	0.101	-	0.010	+	0.056	+	0.062	-	0.006
26	-	0.404	+	0.316	-	0.360	-	0.434	+	0.074	+	0.064	+	0.022	+	0.021	+	0.031	-	0.010
28	-	0.435	+	0.346	-	0.391	-	0.441	+	0.050	+	0.031	+	0.061	-	0.015	-	0.005	-	0.010
30	-	0.462	+	0.370	-	0.416	-	0.447	+	0.031	+	0.003	+	0.079	-	0.038	-	0.031	-	0.007
32	-	0.469	+	0.377	-	0.423	-	0.445	+	0.022	-	0.016	+	0.102	-	0.059	-	0.052	-	0.007
34	-	0.468	+	0.378	-	0.423	-	0.439	+	0.016	-	0.024	+	0.118	-	0.071	-	0.065	-	0.006
36	-	0.465	+	0.374	-	0.420	-	0.432	+	0.012	-	0.038	+	0.124	-	0.081	-	0.076	-	0.005
38	-	0.459	+	0.365	-	0.412	-	0.421	+	0.009	-	0.041	+	0.127	-	0.084	-	0.083	-	0.001
J40	-	0.443	+	0.347	-	0.395	-	0.399	+	0.004	-	0.050	+	0.123	-	0.087	-	0.086	-	0.001
42	-	0.645	+	0.569	-	0.607	-	0.613	+	0.006	-	0.116	+	0.208	-	0.162	-	0.164	+	0.002
44	-	0.627	+	0.538	-	0.583	-	0.588	+	0.005	-	0.105	+	0.196	-	0.151	-	0.154	+	0.003
46	-	0.604	+	0.515	-	0.560	-	0.565	+	0.005	-	0.106	+	0.196	-	0.151	-	0.155	+	0.004
48	-	0.572	+	0.482	-	0.527	-	0.532	+	0.005	-	0.106	+	0.198	-	0.152	-	0.156	+	0.004
50	-	0.542	+	0.451	-	0.497	-	0.501	+	0.004	-	0.100	+	0.195	-	0.148	-	0.153	+	0.005
52	-	0.518	+	0.428	-	0.473	-	0.476	+	0.003	-	0.103	+	0.196	-	0.150	-	0.156	+	0.006
54	-	0.493	+	0.408	-	0.451	-	0.452	+	0.001	-	0.105	+	0.192	-	0.149	-	0.154	+	0.005
56	-	0.471	+	0.386	-	0.429	-	0.428	-	0.001	-	0.101	+	0.192	-	0.147	-	0.152	+	0.005
58	-	0.454	+	0.365	-	0.410	-	0.407	-	0.003	-	0.103	+	0.199	-	0.151	-	0.158	+	0.007
J 60	-	0.455	+	0.353	-	0.404	-	0.391	-	0.013	-	0.113	+	0.206	-	0.160	-	0.155	-	0.005

TUBE NO. 119 DEPTH 80

SHEET NO. 1 OF 2

PROJECT Rainier Slide

"C" Street

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 4/9/95

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

WATER LEVEL 32.5'

INSTRUMENT Terra

READ BY Glen

+ Doug

Height of tube = 1.5'

TUBE NO. 119 DEPTH 80

SHEET NO. 2 OF 2

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 9-29-83

PRESENT OBSERVATION DATE 4/2/8

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

WATER LEVEL 32.5'

INSTRUMENT Terra

READ BY Glen
& Doug

	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 15°										B AXIS MOVEMENT 90° CLOCKWISE 105°									
DEPTH & JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
62	-	0.573	+	0.497	-	0.535	-	0.542	+	0.007	-	0.159	+	0.265	-	0.212	-	0.216	+	0.004
64	-	0.560	+	0.476	-	0.518	-	0.521	+	0.003	-	0.158	+	0.250	-	0.204	-	0.206	+	0.002
66	-	0.545	+	0.463	-	0.504	-	0.506	+	0.002	-	0.157	+	0.259	-	0.208	-	0.211	+	0.003
68	-	0.537	+	0.447	-	0.492	-	0.493	+	0.001	-	0.152	+	0.248	-	0.200	-	0.204	+	0.004
70	-	0.525	+	0.437	-	0.481	-	0.482	+	0.001	-	0.148	+	0.235	-	0.192	-	0.196	+	0.004
72	-	0.515	+	0.430	-	0.473	-	0.474	+	0.001	-	0.135	+	0.232	-	0.184	-	0.187	+	0.003
74	-	0.506	+	0.416	-	0.461	-	0.463	+	0.002	-	0.134	+	0.227	-	0.181	-	0.182	+	0.001
76	-	0.493	+	0.402	-	0.448	-	0.452	+	0.004	-	0.133	+	0.223	-	0.178	-	0.181	+	0.003
78	-	0.490	+	0.401	-	0.446	-	0.447	+	0.001	-	0.125	+	0.222	-	0.174	-	0.179	+	0.005
80																				
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120																				

No Movement

TUBE NO. 122 DEPTH 58

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 8-8-95

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

INITIAL WATER LEVEL

CURRENT WATER LEVEL 39.2

TUBE HT. ABOVE GROUND 1.6

INSTRUMENT Terra

READ BY Ron + Mitch

Starting Voltage 6.315

A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25

B AXIS MOVEMENT 90° CLOCKWISE 115

DEPTH & JOINTS	A AXIS										B AXIS									
	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	−	0.342	+	0.306	−	0.324	−	0.305	−	.019	+	0.178	−	0.101	−	140	+	0.208	+	.0068
4	−	0.345	+	0.309	−	0.327	−	0.307	−	.020	+	0.173	−	0.090	−	132	+	0.183	+	.0051
6	−	0.357	+	0.318	−	0.338	−	0.312	−	.026	+	0.147	−	0.064	−	106	+	0.152	+	.0046
8	−	0.367	+	0.324	−	0.346	−	0.327	−	.019	+	0.135	−	0.045	−	90	+	0.120	+	.0030
10	−	0.373	+	0.333	−	0.353	−	0.351	−	.002	+	0.114	−	0.040	−	77	+	0.090	+	.0013
12	−	0.383	+	0.341	−	0.362	−	0.364	+	.002	+	0.100	−	0.024	−	62	+	0.058	−	0004
14	−	0.388	+	0.349	−	0.369	−	0.367	−	.002	+	0.079	±	0	−	40	+	0.034	−	0006
16	−	0.394	+	0.358	−	0.376	−	0.368	−	.008	+	0.049	+	0.023	−	13	+	0.010	−	0003
18	−	0.406	+	0.364	−	0.385	−	0.376	−	.009	+	0.035	+	0.048	−	7	−	0.006	−	0001
20	−	0.417	+	0.363	−	0.390	−	0.387	−	.003	+	0.024	+	0.058	−	17	+	0.002	−	0015
22	−	0.222	+	0.195	−	0.209	−	0.204	−	.005	+	0.214	−	0.134	−	174	+	0.182	+	0.008
24	−	0.224	+	0.184	−	0.204	−	0.204	−	.000	+	0.235	−	0.148	−	192	+	0.197	+	0.005
26	−	0.230	+	0.186	−	0.208	−	0.213	+	.005	+	0.252	−	0.171	−	212	+	0.206	−	0006
28	−	0.230	+	0.199	−	0.212	−	0.219	+	.007	+	0.260	−	0.173	−	217	+	0.205	−	.0012
30	−	0.236	+	0.198	−	0.217	−	0.226	+	.009	+	0.219	−	0.131	−	175	+	0.174	−	0.001
32	−	0.266	+	0.231	−	0.249	−	0.252	+	.003	+	0.154	−	0.069	−	112	+	0.120	+	0.008
34	−	0.287	+	0.249	−	0.268	−	0.269	+	.001	+	0.127	−	0.046	−	87	+	0.094	+	0.007
36	−	0.300	+	0.258	−	0.279	−	0.280	+	.001	+	0.113	−	0.037	−	75	+	0.083	+	0.008
38	−	0.300	+	0.261	−	0.281	−	0.275	−	.006	+	0.105	−	0.035	−	70	+	0.078	+	0.008
40	−	0.295	+	0.254	−	0.275	−	0.276	+	.001	+	0.122	−	0.024	−	73	+	0.076	+	0.003
42	−	0285	+	0.257	−	0.271	−	0.269	−	.002	+	0.265	−	0.189	−	227	+	0.230	+	0.003
44	−	0.302	+	0.262	−	0.282	−	0.281	−	.001	+	0.264	−	0.184	−	224	+	0.223	−	0.001
46	−	0.312	+	0.272	−	0.292	−	0.294	+	.002	+	0.263	−	0.179	−	221	+	0.218	−	0.003
48	−	0.332	+	0.287	−	0.310	−	0.313	+	.003	+	0.267	−	0.181	−	224	+	0.215	−	0.009
50	−	0.354	+	0.315	−	0.335	−	0.336	+	.001	+	0.262	−	0.179	−	221	+	0.215	−	0.006
52	−	0.367	+	0.332	−	0.350	−	0.349	−	.001	+	0.257	−	0.171	−	214	+	0.213	−	0.001
54	−	0.378	+	0.340	−	0.359	−	0.361	+	.002	+	0.259	−	0.171	−	215	+	0.212	−	0.003
56	−	0.383	+	0.344	−	0.364	−	0.369	+	.005	+	0.260	−	0.180	−	220	+	0.219	−	0.001
58	−	0.398	+	0.359	−	0.379	−	0.385	+	.006	+	0.260	−	0.183	−	222	+	0.224	+	0.002
60																				

PRELIMINARY
subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25

B AXIS
MOVEMENT 90° CLOCKWISE 115

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0272	+	0260			-	.0271			+	0086	-	0139			+	.0110		
4	-	0281	+	0267			-	.0270			+	0073	-	0125			+	.0095		
6	-	0292	+	0277			-	.0271			+	0058	-	0113			+	.0083		
8	-	0293	+	0279			-	.0281			+	0046	-	0099			+	.0073		
10	-	0301	+	0289			-	.0292			+	0036	-	0089			+	.0062		
12	-	0307	+	0293			-	.0300			+	0021	-	0076			+	.0048		
14	-	0314	+	0299			-	.0307			+	0002	-	0057			+	.0028		
16	-	0327	+	0310			-	.0318			-	0020	-	0032			+	.0009		
J 18	-	0330	+	0315			-	.0322			-	0033	-	0023			+	.0013		
20	-	0273	+	0261			-	.0263			+	0031	-	0080			+	.0058		
22	-	0173	+	0159			-	.0167			+	0135	-	0188			+	.0161		
24	-	0175	+	0161			-	.0168			+	0148	-	0200			+	.0172		
26	-	0182	+	0167			-	.0175			+	0159	-	0215			+	.0186		
28		0179	+	0165			-	.0172			+	0146	-	0201			+	.0174		
30	-	0195	+	0180			-	.0188			+	0101	-	0155			+	.0128		
32	-	0221	+	0205			-	.0215			+	0060	-	0115			+	.0087		
34	-	0233	+	0219			-	.0228			+	0044	-	0098			+	.0070		
36	-	0242	+	0223			-	.0234			+	0036	-	0091			+	.0063		
J 38	-	0242	±	0226			-	.0234			+	0035	-	0090			+	.0062		
40	-	0231	+	0218			-	.0224			+	0090	-	0139			+	.0118		
42	-	0237	+	0221			-	.0229			+	0167	-	0222			+	.0193		
44	-	0244	+	0228			-	.0236			+	0166	-	0219			+	.0192		
46	-	0252	+	0239			-	.0245			+	0166	-	0218			+	.0191		
48	-	0269	+	0256			-	.0262			+	0165	-	0215			+	.0190		
50	-	0287	+	0273			-	.0280			+	0162	-	0213			+	.0188		
52	-	0300	+	0285			-	.0293			+	0157	-	0210			+	.0183		
54	-	0306	+	0293			-	.0299			+	0159	-	0211			+	.0184		
56	-	0313	+	0298			-	.0305			+	0164	-	0214			+	.0182		
58	-	0326	+	0311			-	.0318			+	0169	-	0220			+	.0191		
60																				

TUBE NO. 122 DEPTH 58

SHEET NO. 1 OF 1

PROJECT RAINIER SLIDE

INITIAL OBSERVATION DATE 1-24-85

PRESENT OBSERVATION DATE 7-10-85

RESULTANT DISPLACEMENT ______

DEPTH 58

RESULTANT AZIMUTH ______

WATER LEVEL 38.5'

INSTRUMENT SINCO

READ BY DOUG + HATCH

HT. of Tube = 1.5'

HWY
N
124
122
123

NO MOVEMENT

PRELIMINARY subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	[illegible]	+	[illegible]	-	0271	-	.0271		0
4	-	[illegible]	+	[illegible]	-	0272	-	.0270	-	0002
6	-	[illegible]	+	0249	-	0273	-	.0271	-	0002
8	-	[illegible]	+	[illegible]	-	0282	-	.0281	-	0001
10	-	[illegible]	+	[illegible]	-	0293	-	.0292	-	0001
12	-	[illegible]	+	[illegible]	-	0300	-	.0300		0
14	-	0313	+	0307	-	0307	-	.0307		0
16	-	0324	+	0311	-	0317	-	.0318	+	0001
J 18	-	[illegible]	+	0318	-	0323	-	.0322	-	0001
20	-	[illegible]	+	[illegible]	-	0262	-	.0263	+	0001
22	-	[illegible]	+	0167	-	0168	-	.0167	-	0001
24	-	0174	+	0162	-	0169	-	.0168	-	0001
26	-	[illegible]	+	[illegible]	-	0177	-	.0175	-	0002
28	-	0180	+	[illegible]	-	0172	-	.0172		0
30	-	0198	+	[illegible]	-	0190	-	.0188	-	0002
32	-	0220	+	[illegible]	-	0215	-	.0215		0
34	-	[illegible]	+	[illegible]	-	0227	-	.0228	+	0001
36	-	0244	+	[illegible]	-	0236	-	.0234	-	0002
J 38	-	[illegible]	+	[illegible]	-	0236	-	.0234	-	0002
40	-	[illegible]	+	[illegible]	-	0226	-	.0224	-	0002
42	-	[illegible]	+	[illegible]	-	0231	-	.0229	-	0002
44	-	[illegible]	+	[illegible]	-	0238	-	.0236	-	0002
46	-	[illegible]	+	[illegible]	-	0247	-	.0245	-	0002
48	-	[illegible]	+	[illegible]	-	0264	-	.0262	-	0002
50	-	[illegible]	+	[illegible]	-	0282	-	.0280	-	0002
52	-	[illegible]	+	[illegible]	-	0295	-	.0293	-	0002
54	-	[illegible]	+	[illegible]	-	0301	-	.0299	-	0002
56	-	[illegible]	+	[illegible]	-	0309	-	.0305	-	0004
58	-	[illegible]	+	0315	-	0321	-	.0318	-	0003
60										

AXIS
° CLOCKWISE 115

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	+	[illegible]	-	0115	+	0111	+	.0110	+	0001
4	+	[illegible]	-	0100	+	0095	+	.0095		0
6	+	[illegible]	-	0085	+	0080	+	.0083	-	0003
8	+	[illegible]	-	[illegible]	+	0070	+	.0073	-	0003
10	+	0055	-	[illegible]	+	0060	+	.0062	-	0002
12	+	0040	-	0053	+	0046	+	.0048	-	0002
14	+	[illegible]	-	0033	+	0028	+	.0028		0
16	+	0000	-	0012	+	0006	+	.0009	-	0003
J 18	-	[illegible]	+	0001	-	0006	+	.0013	+	0019
20	+	[illegible]	-	[illegible]	+	0060	+	.0058	+	0001
22	+	0156	-	0164	+	0160	+	.0161	-	0001
24	+	0167	-	0178	+	0172	+	.0172		0
26	+	0180	-	0191	+	0185	+	.0186	-	0001
28	+	[illegible]	-	[illegible]	+	0171	+	.0174	-	0003
30	+	[illegible]	-	[illegible]	+	0123	+	.0128	-	0005
32	+	0079	-	[illegible]	+	0084	+	.0087	-	0003
34	+	[illegible]	-	0072	+	0069	+	.0070	-	0001
36	+	0054	-	[illegible]	+	0060	+	.0063	-	0003
J 38	+	[illegible]	-	0065	+	0059	+	.0062	-	0003
40	+	0098	-	[illegible]	+	0108	+	.0118	-	0010
42	+	[illegible]	-	0198	+	0191	+	.0193	-	0002
44	+	[illegible]	-	[illegible]	+	0190	+	.0192	-	0002
46	+	[illegible]	-	0195	+	0189	+	.0191	-	0002
48	+	0181	-	0194	+	0187	+	.0190	-	0003
50	+	[illegible]	-	0192	+	0185	+	.0188	-	0003
52	+	[illegible]	-	[illegible]	+	0179	+	.0183	-	0004
54	+	[illegible]	-	[illegible]	+	0181	+	.0184	-	0003
56	+	[illegible]	-	[illegible]	+	0183	+	.0182	+	0001
58	+	[illegible]	-	[illegible]	+	0189	+	.0191	-	0002
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TUBE NO. 122 DEPTH 58

SHEET NO. 1 OF 1

PROJECT RAINIER SLIDE

INITIAL OBSERVATION DATE 1-24-85

PRESENT OBSERVATION DATE 4-18-85

RESULTANT DISPLACEMENT ______

DEPTH ______

RESULTANT AZIMUTH ______

WATER LEVEL 35.5.

INSTRUMENT ______

READ BY Bandy

Terry

HT. of Tube = 1.5'

HWY
N
#122
#123

PRELIMINARY —subject to revision

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25

[illegible]XIS
[illegible]° CLOCKWISE 115

DEPTH & JOINTS	A: TOE VALUE	A: HEAD VALUE	A: PRESENT DIFF/2	A: INITIAL DIFF/2	A: CHANGE (inches)	B: TOE VALUE	B: HEAD VALUE	B: PRESENT DIFF/2	B: INITIAL DIFF/2	B: CHANGE (inches)
2	+0276	−0267		+0.271		−0120	+0100		−0.110	
4	+0273	−0266		+0.270		−0105	+0084		−0.095	
6	+0274	−0268		+0.271		−0094	+0071		−0.083	
8	+0286	−0276		+0.281		−0083	+0063		−0.073	
10	+0288	−0296		+0.292		−0072	+0052		−0.062	
12	+0305	−0296		+0.300		−0059	+0037		−0.048	
14	+0310	−0303		+0.307		−0038	+0018		−0.028	
16	+0321	−0314		+0.318		−0020	−0003		−0.009	
18	+0326	−0317		+0.322		−0008	+0017		−0.013	
20	+0267	−0258		+0.263		−0068	+0047		−0.058	
22	+0172	−0161		+0.167		−0171	+0151		−0.161	
24	+0171	−0165		+0.168		−0183	+0162		−0.172	
26	+0177	−0172		+0.175		−0197	+0175		−0.186	
28	+0176	−0167		+0.172		−0185	+0162		−0.174	
30	+0191	−0185		+0.188		−0140	+0116		−0.128	
32	+0218	−0212		+0.215		−0098	+0076		−0.087	
34	+0233	−0223		+0.228		−0081	+0058		−0.070	
36	+0237	−0230		+0.234		−0075	+0051		−0.063	
38	+.0238	−0229		+0.234		−0073	+0050		−0.062	
40	+0228	−0220		+0.224		−.0127	+0108		−0.118	
42	+.0232	−0226		+0.229		−0205	+0181		−0.193	
44	+0239	−0232		+0.236		−0203	+0180		−0.192	
46	+0248	−0241		+0.245		−0203	+0179		−0.191	
48	+0266	−0258		+0.262		−0201	+0178		−0.190	
50	+0283	−0277		+0.280		−0200	+0176		−0.188	
52	+0295	−0290		+0.293		−0195	+0170		−0.183	
54	+.0302	−0296		+0.299		−0197	+0171		−0.184	
56	+0309	−0302		+0.305		−0198	+0174		−0.182	
58	+0322	−0313		+0.318		−0202	+0180		−0.191	
60										

TUBE NO. 122 DEPTH 58

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 1-24-85

PRESENT OBSERVATION DATE 1-24-85

RESULTANT DISPLACEMENT

DEPTH 58

RESULTANT AZIMUTH

WATER LEVEL 37.5

INSTRUMENT Sinco

READ BY Laurel - Hardy

Ht. of Tube = 1.5'

Signs corrected
4-10-85
R. I.

NO MOVEMENT

TUBE NO. 122 DEPTH 58

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 1-24-85

RESULTANT DISPLACEMENT

DEPTH 58'

RESULTANT AZIMUTH

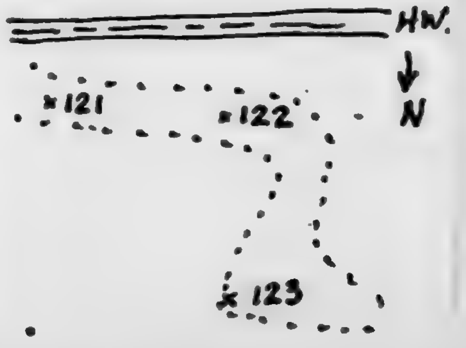
WATER LEVEL 37.5.

INSTRUMENT Terra

READ BY Laurel &
Hardy

height of steel Tube = 1.5'

	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°										B AXIS MOVEMENT 90° CLOCKWISE 115°									
DEPTH & JOINTS	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	—	.337	-	.305	—	0321	—	0.305	—	16	+	.227	—	.109	+	168	+	0.208	—	40
4	—	.343	+	.306	—	324	—	0.307	—	17	+	.174	—	.070	+	122	+	0.183	—	61
6	—	.345	+	.303	—	324	—	0.312	—	.12	+	.154	—	.043	+	98	+	0.152	—	54
8	—	.354	+	.307	—	331	—	0.327	—	8	+	.146	—	.026	+	86	+	0.120	—	34
10	—	.369	+	.323	—	346	—	0.351	+	5	+	.132	—	.021	+	76	+	0.090	—	14
12	—	.382	+	.334	—	358	—	0.364	+	6	+	.118	±	0	+	58	+	0.058		—
14	—	.387	+	.345	—	366	—	0.367	+	1	+	.097	+	.019	+	39	+	0.034	+	5
16	—	.395	+	.354	—	374	—	0.368	—	6	+	.069	+	.038	+	16	+	0.010	+	6
18	—	.406	+	.362	—	384	—	0.376	—	8.	+	.047	+	.059	—	6	—	0.006		—
20	—	.418	+	.362	—	390	—	0.387	—	3	+	.042	+	.065	—	12	+	0.002	—	14
22	—	.215	+	.192	—	204	—	0.204		—	+	.233	—	.116	+	17.5	+	0.182	—	7
24	—	.224	+	.177	—	200	—	0.204	+	4	+	.252	—	.141	+	82	+	0.197	—	15
26	—	.229	+	.187	—	208	—	0.213	+	5	+	.268	—	.153	+	210	+	0.206	+	4
28	—	.229	+	.190	—	209	—	0.219	+	10	+	.273		.157	+	215	+	0.205	+	10
30	—	.238	+	.193	—	216	—	0.226	+	10	+	.236	—	.113	+	175	+	0.174	+	1
32	—	.269	+	.227	—	248	—	0.252	+	4	+	.175	—	.052	+	113	+	0.120	—	7
34	—	[illegible]	+	.245	—	268	—	0.269	+	1	+	.146	—	.024	+	85	+	0.094	—	9
36	—	.301	+	.259	—	280	—	0.280		—	+	.135	—	.016	+	75	+	0.083	—	8
38	—	.303	+	.264	—	283	—	0.275	—	8	+	.129	—	.014	+	71	+	0.078	—	7
40	—	.296	+	.255	—	276	—	0.276		—	+	.141		.005	+	73	+	0.076	—	3
42	—	.286	+	.257	—	272	—	0.269	—	3	+	.282	—	.176	+	229	+	0.230	—	1
44	—	.301	+	.261	—	281	—	0.281		—	+	.284	—	.169	+	226	+	0.223	+	3
46	—	.314	+	.271	—	292	—	0.294	+	2	+	.285		.161	+	223	+	0.218	+	5
48	—	.334	+	.286	—	310	—	0.313	+	.3	+	.282		.160	+	221	+	0.215	+	6
50	—	.354	+	.313	—	333	—	0.336	+	3	+	.279	—	.159	+	219	+	0.215	+	4
52	—	.365	+	.329	—	347	—	0.349	+	2	+	.274	—	.155	+	214	+	0.213	+	1
54	—	.378	+	.338	—	358	—	0.361	+	3	+	.276	—	.154	+	215	+	0.212	+	3
56	—	.385	+	.343	—	364	—	0.369	+	5	+	.279		.163	+	221	+	0.219	+	2
58	—	.398	+	.358	—	378	—	0.385	+	7	+	.280		.162	+	221	+	0.224	—	3
60																				



NO MOVEMENT

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

B AXIS
MOVEMENT 90° CLOCKWISE 115°

DEPTH & JOINTS	±	A: TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	B: TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	−	0.364	+	0.286	−	0.325	−	0.305	−	0.020	+	0.186	−	0.083	+	0.135	+	0.208	−	0.073
4	−	0.367	+	0.289	−	0.328	−	0.307	−	0.021	+	0.168	−	0.079	+	0.124	+	0.183	−	0.059
6	−	0.365	+	0.285	−	0.327	−	0.312	−	0.015	+	0.148	−	0.050	+	0.099	+	0.152	−	0.053
8	−	0.375	+	0.290	−	0.333	−	0.327	−	0.006	+	0.140	−	0.040	+	0.090	+	0.120	−	0.030
10	−	0.388	+	0.304	−	0.346	−	0.351	+	0.005	+	0.122	−	0.032	+	0.077	+	0.090	−	0.013
12	−	0.402	+	0.314	−	0.358	−	0.364	+	0.006	+	0.109	−	0.007	+	0.058	+	0.058		0
14	−	0.408	+	0.323	−	0.366	−	0.367	+	0.001	+	0.085	+	0.012	+	0.037	+	0.034	+	0.003
16	−	0.416	+	0.335	−	0.376	−	0.368	−	0.008	+	0.055	+	0.035	+	0.010	+	0.010		0
18	−	0.428	+	0.342	−	0.385	−	0.376	−	0.009	+	0.043	+	0.059	−	0.008	−	0.006	−	0.002
20	−	0.430	+	0.345	−	0.358	−	0.387	−	0.001	+	0.041	+	0.059	−	0.009	+	0.002	−	0.011
22	−	0.237	+	0.171	−	0.204	−	0.204		0	+	0.222	−	0.118	+	0.170	+	0.182	−	0.012
24	−	0.242	+	0.159	−	0.201	−	0.204	+	0.003	+	0.246	−	0.143	+	0.195	+	0.197	−	0.002
26	−	0.252	+	0.166	−	0.209	−	0.213	+	0.004	+	0.262	−	0.166	+	0.214	+	0.206	+	0.005
28	−	0.250	+	0.173	−	0.212	−	0.219	+	0.007	+	0.268	−	0.166	+	0.217	+	0.205	+	0.012
30	−	0.259	+	0.174	−	0.217	−	0.226	+	0.009	+	0.225	−	0.125	+	0.175	+	0.174	+	0.001
32	−	0.290	+	0.207	−	0.249	−	0.252	+	0.003	+	0.162	−	0.060	+	0.111	+	0.120	−	0.009
34	−	0.309	+	0.225	−	0.267	−	0.269	+	0.002	+	0.129	−	0.031	+	0.080	+	0.094	−	0.014
36	−	0.324	+	0.237	−	0.281	−	0.280	−	0.001	+	0.119	−	0.025	+	0.072	+	0.083	−	0.011
38	−	0.324	+	0.240	−	0.282	−	0.275	−	0.007	+	0.116	−	0.017	+	0.067	+	0.078	−	0.011
40	−	0.319	+	0.231	−	0.275	−	0.276	+	0.001	+	0.131	−	0.010	+	0.071	+	0.076	−	0.005
42	−	0.309	+	0.235	−	0.272	−	0.269	−	0.003	+	0.275	−	0.180	+	0.228	+	0.230	−	0.002
44	−	0.325	+	0.243	−	0.284	−	0.281	−	0.003	+	0.277	−	0.176	+	0.227	+	0.223	+	0.004
46	−	0.336	+	0.251	−	0.294	−	0.294		0	+	0.275	−	0.175	+	0.225	+	0.218	+	0.007
48	−	0.354	+	0.266	−	0.310	−	0.313	+	0.003	+	0.275	−	0.172	+	0.224	+	0.215	+	0.009
50	−	0.374	+	0.290	−	0.332	−	0.336	+	0.003	+	0.267	−	0.168	+	0.218	+	0.215	+	0.003
52	−	0.387	+	0.309	−	0.348	−	0.349	+	0.001	+	0.261	−	0.162	+	0.212	+	0.213	−	0.001
54	−	0.403	+	0.318	−	0.361	−	0.361		0	+	0.262	−	0.160	+	0.211	+	0.212	−	0.001
56	−	0.408	+	0.326	−	0.367	−	0.369	+	0.002	+	0.267	−	0.165	+	0.216	+	0.219	−	0.003
58	−	0.422	+	0.339	−	0.381	−	0.385	+	0.004	+	0.271	−	0.169	+	0.220	+	0.224	−	0.004
60																				

TUBE NO. 122 DEPTH [illegible]

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 1-9-85

RESULTANT DISPLACEMENT

DEPTH

RESULTANT AZIMUTH

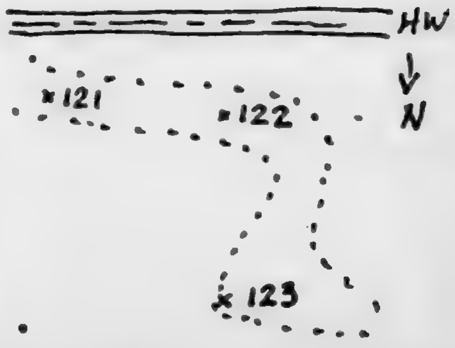
WATER LEVEL 37.0'.

INSTRUMENT TERRA

READ BY DOUG T

Glen

height of steel Tube = 1.5'



No movement

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

B AXIS
MOVEMENT 90° CLOCKWISE 115°

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0.345	+	0.310	-	328	-	0.305	-	023	+	0.211	-	0.069	+	140	+	0.208	+	063
4	-	0.317	+	0.309	-	[illegible]	-	0.307	-	021	+	0.195	-	0.055	+	127	+	0.183	+	056
6	-	0.346	+	0.307	-	[illegible]	-	0.312	-	015	+	0.167	-	0.026	+	097	+	0.152	+	055
8	-	0.355	+	0.310	-	333	-	0.327	-	006	+	0.155	-	0.016	+	086	+	0.120	+	034
10	-	0.368	+	0.326	-	[illegible]	-	0.351	-	004	+	0.142	-	0.005	+	074	+	0.090	+	016
12	-	0.379	+	0.339	-	[illegible]	-	0.364	+	005	+	0.152	+	0.005	+	064	+	0.058	+	006
14	-	0.384	+	0.348	-	[illegible]	-	0.367	+	001	+	0.111	+	0.033	+	039	+	0.034	+	005
16	-	0.391	+	0.358	-	[illegible]	-	0.368	-	007	+	0.083	+	0.049	+	017	+	0.010	+	007
18	-	0.404	+	0.370	-	337	-	0.376	-	011	+	0.063	+	0.080	-	009	-	0.006	-	003
20	-	0.411	+	0.367	-	[illegible]	-	0.387	-	002	+	0.056	+	0.085	-	015	+	0.002	-	017
22	-	0.220	+	0.192	-	[illegible]	-	0.204	-	002	+	0.242	-	0.100	+	171	+	0.182	-	010
24	-	0.222	+	0.177	-	0.200	-	0.204	+	0.004	+	0.269	-	0.124	+	0.197	+	0.197	-	0 -
26	-	0.230	+	0.186	-	[illegible]	-	0.213	[illegible]	005	+	0.288	-	0.143	+	216	+	0.206	+	010
28	-	0.228	+	0.194	-	[illegible]	-	0.219	[illegible]	003	+	0.273	-	0.142	+	218	+	0.205	+	013
30	-	0.237	+	0.196	-	[illegible]	-	0.226	+	009	+	0.245	-	0.101	+	173	+	0.174	-	001
32	-	0.266	+	0.226	-	[illegible]	-	0.252	+	006	+	0.184	-	0.038	+	111	+	0.120	-	009
34	-	0.288	+	0.254	-	271	-	0.269	-	002	+	0.155	-	0.012	+	084	+	0.094	+	010
36	-	0.294	+	0.262	-	[illegible]	-	0.280		0	+	0.146	-	0.003	+	[illegible]	+	0.083	-	009
38	-	0.300	+	0.263	-	282	-	0.275	-	007	+	0.138	-	0 -	+	069	+	0.078	-	009
40	-	0.294	+	0.258	-	[illegible]	-	0.276		0	+	0.155	+	0.005	+	075	+	0.076	-	001
42	-	0.285	+	0.250	-	[illegible]	-	0.269	+	001	+	0.295	-	0.157	+	226	+	0.230	-	004
44	-	0.300	+	0.262	-	[illegible]	-	0.281		0	+	0.300	-	0.155	+	229	+	0.223	+	005
46	-	0.313	+	0.272	-	293	-	0.294	+	001	+	0.298	-	0.152	+	225	+	0.218	+	007
48	-	0.331	+	0.288	-	310	-	0.313	+	003	+	0.291	-	0.147	+	219	+	0.215	+	004
50	-	0.352	+	0.317	-	335	-	0.336	+	001	+	0.287	-	0.144	+	216	+	0.215	+	001
52	-	0.365	+	0.334	-	350	-	0.349	-	001	+	0.282	-	0.140	+	211	+	0.213	-	002
54	-	0.376	+	0.343	-	0.360	-	0.361	+	0.001	+	0.283	-	0.142	+	0.213	+	0.212	+	0.001
56	-	0.385	+	0.348	-	367	-	0.369	+	002	+	0.292	-	0.146		219	+	0.219		0
58	-	0.399	+	0.360	-	0.380	-	0.385	+	0.005	+	0.298	-	0.149	+	0.224	+	0.224	-	0 -
60																				

TUBE NO. 122 DEPTH ____

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 11/14/84

RESULTANT DISPLACEMENT ____

DEPTH ____

RESULTANT AZIMUTH ____

WATER LEVEL 35.5'

INSTRUMENT ____

READ BY Glen & Dave

height of steel Tube = 1.5'

HWY
N
121
122
123

No Movement

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

B AXIS
MOVEMENT 90° CLOCKWISE 115°

	A AXIS										B AXIS									
DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	.347	+	.313	-	0.330	-	0.305	-	0.025	+	.182	-	.063	+	0.123	+	0.208	-	0.085
4	-	[illegible]	+	[illegible]	-	0.335	-	0.307	-	0.028	+	.188	-	.043	+	0.116	+	0.183	-	0.067
6	-	[illegible]	+	[illegible]	-	0.334	-	0.312	-	0.022	+	.139	-	[illegible]	+	0.095	+	0.152	-	0.057
8	-	.358	+	.313	-	0.336	-	0.327	-	0.009	+	.164	-	[illegible]	+	0.087	+	0.120	-	0.033
10	-	.371	+	[illegible]	-	0.350	-	0.351	+	0.001	+	.150	-	[illegible]	+	0.077	+	0.090	-	0.013
12	-	.383	+	[illegible]	-	0.361	-	0.364	+	0.003	+	.139	+	.015	+	0.062	+	0.058	+	0.004
14	-	.386	+	.347	-	0.367	-	0.367	+	0	+	.120	+	.036	+	0.042	+	0.034	+	0.008
16	-	.391	+	.357	-	0.374	-	0.368	-	0.006	+	.090	+	.062	+	0.014	+	0.010	+	0.004
18	-	[illegible]	+	.366	-	0.384	-	0.376	-	0.008	+	.066	+	.081	-	0.008	-	0.006	-	0.002
20	-	.410	+	.363	-	0.387	-	0.387	+	0	+	.063	+	.090	-	0.014	+	0.002	-	0.016
22	-	.215	+	.189	-	0.202	-	0.204	+	0.002	+	.248	-	.100	+	0.174	+	0.182	-	0.008
24	-	.225	+	.177	-	0.201	-	0.204	+	0.003	+	.271	-	.119	+	0.195	+	0.197	-	0.002
26	-	.232	+	.187	-	0.210	-	0.213	+	0.003	+	.288	-	.139	+	0.214	+	0.206	+	0.008
28	-	.231	+	.194	-	0.213	-	0.219	+	0.006	+	.292	-	.136	+	0.214	+	0.205	+	0.009
30	-	.238	+	.197	-	0.218	-	0.226	+	0.008	+	.247	-	.097	+	0.172	+	0.174	-	0.002
32	-	.268	+	.230	-	0.249	-	0.252	+	0.003	+	.188	-	.030	+	0.109	+	0.120	-	0.011
34	-	.291	+	.249	-	0.270	-	0.269	-	0.001	+	.158	-	.011	+	0.085	+	0.094	-	0.009
36	-	.302	+	.260	-	0.281	-	0.280	-	0.001	+	.156	+	[illegible]	+	0.077	+	0.083	-	0.006
38	-	.302	+	.261	-	0.282	-	0.275	-	0.007	+	.145	+	.002	+	0.072	+	0.078	-	0.006
40	-	.296	+	.253	-	0.275	-	0.276	+	0.001	+	.157	+	.010	+	0.074	+	0.076	-	0.002
42	-	.290	+	.254	-	0.272	-	0.269	-	0.003	+	.298	-	.153	+	0.226	+	0.230	-	0.004
44	-	.304	+	[illegible]	-	0.283	-	0.281	-	0.002	+	.302	-	.147	+	0.225	+	0.223	+	0.002
46	-	.316	+	[illegible]	-	0.296	-	0.294	-	0.002	+	.299	-	.140	+	0.220	+	0.218	+	0.002
48	-	.334	+	.290	-	0.312	-	0.313	+	0.001	+	.295	-	.140	+	0.218	+	0.215	+	0.003
50	-	.356	+	.313	-	0.335	-	0.336	+	0.001	+	.290	-	.142	+	0.216	+	0.215	+	0.001
52	-	.368	+	.331	-	0.350	-	0.349	-	0.001	+	.289	-	.134	+	0.212	+	0.213	-	0.001
54	-	.379	+	[illegible]	-	0.359	-	0.361	+	0.002	+	.288	-	.133	+	0.211	+	0.212	-	0.001
56	-	.390	+	.344	-	0.367	-	0.369	+	0.002	+	.294	-	.139	+	0.217	+	0.219	-	0.002
58	-	.402	+	.360	-	0.381	-	0.385	+	0.004	+	.298	-	.141	+	0.220	+	0.224	-	0.004
60																				

TUBE NO. 122 DEPTH

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 10-1-84

RESULTANT DISPLACEMENT

DEPTH 58

RESULTANT AZIMUTH

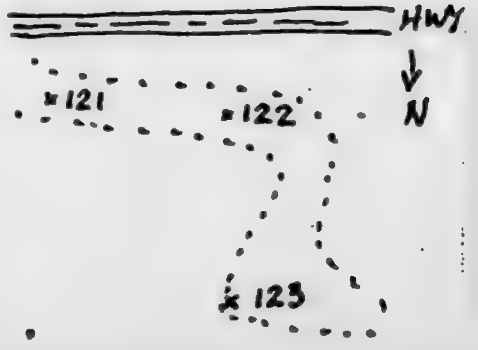
WATER LEVEL 38'.

INSTRUMENT

READ BY Randy

Hatch

height of steel tube = 1.5'



No Movement

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

B AXIS
MOVEMENT 90° CLOCKWISE 115°

DEPTH & JOINTS	A: TOE VALUE	— HEAD VALUE	PRESENT DIFF/2	INITIAL DIFF/2	CHANGE (inches)	B: TOE VALUE	— HEAD VALUE	PRESENT DIFF/2	INITIAL DIFF/2	CHANGE (inches)
2	-0.321	+0.290	-0.306	-0.305	-0.001	+0.217	-0.070	+0.144	+0.208	-0.064
4	-0.345	+0.300	-0.323	-0.307	-0.016	+0.185	-0.039	+0.112	+0.183	-0.071
6	-0.352	+0.306	-0.329	-0.312	-0.017	+0.175	-0.020	+0.098	+0.152	-0.054
8	-0.354	+0.303	-0.329	-0.327	-0.002	+0.172	-0.010	+0.091	+0.120	-0.029
10	-0.367	+0.319	-0.343	-0.351	+0.008	+0.159	-0.004	+0.082	+0.090	-0.008
12	-0.382	+0.331	-0.357	-0.364	+0.007	+0.143	+0.016	+0.064	+0.058	+0.006
14	-0.387	+0.340	-0.364	-0.367	+0.003	+0.123	+0.034	+0.045	+0.034	+0.011
16	-0.395	+0.351	-0.373	-0.368	-0.005	+0.091	+0.056	+0.018	+0.010	+0.008
18	-0.410	+0.359	-0.385	-0.376	-0.009	+0.071	+0.080	-0.005	-0.006	+0.001
20	-0.416	+0.361	-0.389	-0.387	-0.002	+0.065	+0.101	-0.018	+0.002	-0.020
22	-0.224	+0.188	-0.206	-0.204	-0.002	+0.256	-0.092	+0.174	+0.182	-0.008
24	-0.226	+0.177	-0.202	-0.204	+0.002	+0.276	-0.118	+0.197	+0.197	+0
26	-0.233	+0.185	-0.209	-0.213	+0.004	+0.297	-0.137	+0.217	+0.206	+0.011
28	-0.231	+0.188	-0.210	-0.219	+0.009	+0.295	-0.139	+0.217	+0.205	+0.012
30	-0.239	+0.191	-0.215	-0.226	+0.011	+0.253	-0.099	+0.176	+0.174	+0.002
32	-0.269	+0.225	-0.247	-0.252	+0.005	+0.192	-0.034	+0.113	+0.120	-0.007
34	-0.292	+0.245	-0.269	-0.269	+0	+0.163	-0.008	+0.086	+0.094	-0.008
36	-0.305	+0.258	-0.282	-0.280	-0.002	+0.157	0	+0.079	+0.083	-0.004
38	-0.308	+0.262	-0.285	-0.275	-0.010	+0.145	+0.003	+0.071	+0.078	-0.007
40	-0.298	+0.254	-0.276	-0.276	+0	+0.162	+0.015	+0.074	+0.076	-0.002
42	-0.289	+0.249	-0.269	-0.269	+0	+0.305	-0.151	+0.228	+0.230	-0.002
44	-0.304	+0.256	-0.280	-0.281	+0.001	+0.303	-0.150	+0.227	+0.223	+0.004
46	-0.315	+0.267	-0.291	-0.294	+0.003	+0.298	-0.143	+0.221	+0.218	+0.003
48	-0.335	+0.284	-0.310	-0.313	+0.003	+0.298	-0.140	+0.219	+0.215	+0.004
50	-0.359	+0.311	-0.335	-0.336	+0.001	+0.297	-0.139	+0.218	+0.215	+0.003
52	-0.372	+0.329	-0.351	-0.349	-0.002	+0.291	-0.130	+0.211	+0.213	-0.002
54	-0.382	+0.338	-0.360	-0.361	+0.001	+0.290	-0.135	+0.213	+0.212	+0.001
56	-0.391	+0.345	-0.368	-0.369	+0.001	+0.295	-0.138	+0.217	+0.219	-0.002
58	-0.403	+0.355	-0.379	-0.385	+0.006	+0.302	-0.140	+0.221	+0.224	-0.003

TUBE NO. 122 DEPTH

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 8/31/84

RESULTANT DISPLACEMENT

DEPTH

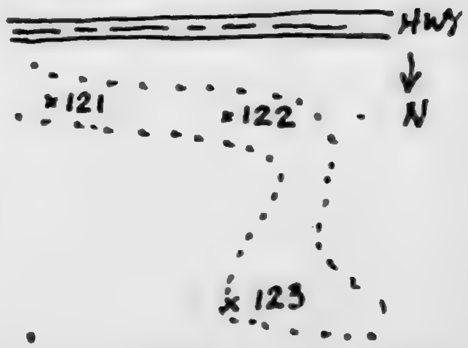
RESULTANT AZIMUTH

WATER LEVEL 37.3'

INSTRUMENT

READ BY Hatch & Glen

height of steel
Tube = 1.5'



No mov't

TUBE NO. 122 DEPTH ____

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 6-15-84

RESULTANT DISPLACEMENT ____

DEPTH ____

RESULTANT AZIMUTH ____

WATER LEVEL 34.5.

INSTRUMENT ____

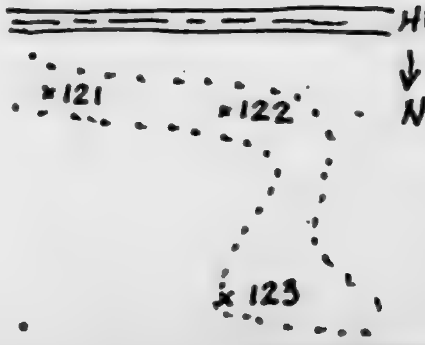
READ BY Ron Dn

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

B AXIS
MOVEMENT 90° CLOCKWISE 115°

DEPTH & JOINTS	A: TOE VALUE ±	A: TOE VALUE	—	A: HEAD VALUE ±	A: HEAD VALUE	A: PRESENT DIFF/2 ±	A: PRESENT DIFF/2	A: INITIAL DIFF/2 ±	A: INITIAL DIFF/2	A: CHANGE (inches) ±	A: CHANGE (inches)	B: TOE VALUE ±	B: TOE VALUE	—	B: HEAD VALUE ±	B: HEAD VALUE	B: PRESENT DIFF/2 ±	B: PRESENT DIFF/2	B: INITIAL DIFF/2 ±	B: INITIAL DIFF/2	B: CHANGE (inches) ±	B: CHANGE (inches)
2	−	0319		+	0275	−	0.297	−	0.305	+	0.008	+	0210		−	0072	+	0.141	+	0.208	−	0.067
4	−	0323		+	0280	−	0.302	−	0.307	+	0.005	+	0188		−	0054	+	0.121	+	0.183	−	0.062
6	−	0330		+	0281	−	0.306	−	0.312	+	0.006	+	0169		−	0033	+	0.101	+	0.152	−	0.051
8	−	0353		+	0295	−	0.324	−	0.327	+	0.003	+	0165		−	0022	+	0.094	+	0.120	−	0.026
10	−	0366		+	0314	−	0.340	−	0.351	+	0.011	+	0151		−	0017	+	0.084	+	0.090	−	0.006
12	−	0382		+	0327	−	0.355	−	0.364	+	0.009	+	0132			0	+	0.066	+	0.058	+	0.008
14	−	0387		+	0337	−	0.362	−	0.367	+	0.005	+	0113		+	0020	+	0.047	+	0.034	+	0.013
16	−	0397		+	0350	−	0.374	−	0.368	−	0.006	+	0086		+	0048	+	0.019	+	0.010	+	0.009
18	−	0411		+	0360	−	0.386	−	0.376	−	0.010	+	0068		+	0077	−	0.005	−	0.006	+	0.001
20	−	0416		+	0365	−	0.391	−	0.387	−	0.004	+	0072		+	0075	−	0.002	+	0.002	−	0.004
22	−	0218		+	0187	−	0.203	−	0.204	+	0.001	+	0253		−	0108	+	0.181	+	0.182	−	0.001
24	−	0224		+	0175	−	0.200	−	0.204	+	0.004	+	0266		−	0123	+	0.195	+	0.197	−	0.002
26	−	0232		+	0184	−	0.208	−	0.213	+	0.005	+	0285		−	0144	+	0.215	+	0.206	+	0.009
28	−	0232		+	0186	−	0.209	−	0.219	+	0.010	+	0289		−	0140	+	0.215	+	0.205	+	0.010
30	−	0241		+	0191	−	0.216	−	0.226	+	0.010	+	0249		−	0111	+	0.180	+	0.174	+	0.006
32	−	0274		+	0224	−	0.249	−	0.252	+	0.003	+	0186		−	0046	+	0.116	+	0.120	−	0.004
34	−	0295		+	0245	−	0.270	−	0.269	−	0.001	+	0156		−	0020	+	0.088	+	0.094	−	0.006
36	−	0309		+	0258	−	0.284	−	0.280	−	0.004	+	0146		−	0007	+	0.077	+	0.083	−	0.006
38	−	0307		+	0259	−	0.283	−	0.275	−	0.008	+	0143		−	0002	+	0.073	+	0.078	−	0.005
40	−	0300		+	0247	−	0.274	−	0.276	+	0.002	+	0156		+	0004	+	0.076	+	0.076	+	0
42	−	0286		+	0249	−	0.268	−	0.269	+	0.001	+	0298		−	0154	+	0.226	+	0.230	−	0.004
44	−	0303		+	0257	−	0.280	−	0.281	+	0.001	+	0298		−	0152	+	0.225	+	0.223	+	0.002
46	−	0317		+	0266	−	0.292	−	0.294	+	0.002	+	0295		−	0149	+	0.222	+	0.218	+	0.004
48	−	0338		+	0283	−	0.311	−	0.313	+	0.002	+	0295		−	0148	+	0.222	+	0.215	+	0.007
50	−	0359		+	0309	−	0.334	−	0.336	+	0.002	+	0292		−	0151	+	0.222	+	0.215	+	0.007
52	−	0371		+	0326	−	0.349	−	0.349	+	0	+	0285		−	0143	+	0.214	+	0.213	+	0.001
54	−	0383		+	0336	−	0.360	−	0.361	+	.001	+	0285		−	0140	+	0.213	+	0.212	+	0.001
56	−	0390		+	0339	−	0.365	−	0.369	+	0.004	+	0291		−	0140	+	0.216	+	0.219	−	0.003
58	−	0406		+	0355	−	0.381	−	0.385	+	0.004	+	0299		−	0149	+	0.224	+	0.224	+	0
60																						

height of Steel
Tube = 1.5' 36
1.5



No movement

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0323	+	0291	-	0.307	-	0.305	-	0.002
4	-	0326	+	0288	-	0.307	-	0.307	+	0
6	-	0327	+	0289	-	0.308	-	0.312	+	0.004
8	-	0346	+	0302	-	0.324	-	0.327	+	0.003
10	-	0361	+	0321	-	0.341	-	0.351	+	0.010
12	-	0376	+	0329	-	0.353	-	0.364	+	0.011
14	-	0383	+	0339	-	0.361	-	0.367	+	0.006
16	-	0392	+	0352	-	0.372	-	0.368	-	0.004
18	-	0408	+	0360	-	0.384	-	0.376	-	0.008
20	-	0418	+	0357	-	0.388	-	0.387	-	0.001
22	-	0232	+	0186	-	0.209	-	0.204	-	0.005
24	-	0229	+	0180	-	0.262	-	0.204	+	0.002
26	-	0235	+	0191	-	0.213	-	0.213	+	0
28	-	0232	+	0194	-	0.213	-	0.219	+	0.006
30	-	0239	+	0193	-	0.216	-	0.226	+	0.010
32	-	0270	+	0227	-	0.249	-	0.252	+	0.003
34	-	0291	+	0245	-	0.268	-	0.269	+	0.001
36	-	0308	+	0260	-	0.284	-	0.280	-	0.004
38	-	0305	+	0260	-	0.283	-	0.275	-	0.008
40	-	0298	+	0266	-	0.282	-	0.276	-	0.006
42	-	0286	+	0255	-	0.271	-	0.269	-	0.002
44	-	0302	+	0260	-	0.281	-	0.281	+	0
46	-	0315	+	0271	-	0.293	-	0.294	+	0.001
48	-	0336	+	0286	-	0.311	-	0.313	+	0.002
50	-	0359	+	0312	-	0.336	-	0.336	+	0
52	-	0370	+	0329	-	0.350	-	0.349	-	0.001
54	-	0380	+	0339	-	0.360	-	0.361	+	0.001
56	-	0390	+	0346	-	0.368	-	0.369	+	0.001
58	-	0404	+	0362	-	0.383	-	0.385	+	0.002
60										

B AXIS
MOVEMENT 90° CLOCKWISE 115°

DEPTH & JOINTS	±	TOE VALUE	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	+	0197	-	0068	+	0.133	+	0.208	-	0.075
4	+	0190	-	0044	+	0.117	+	0.183	-	0.066
6	+	0179	-	0021	+	0.100	+	0.152	-	0.052
8	+	0167	-	0010	+	0.089	+	0.120	-	0.031
10	+	0155	-	0003	+	0.079	+	0.090	-	0.011
12	+	0142	+	0013	+	0.065	+	0.058	+	0.007
14	+	0122	+	0035	+	0.044	+	0.034	+	0.010
16	+	0093	+	0056	+	0.019	+	0.010	+	0.009
18	+	0077	+	0079	-	0.001	-	0.006	+	0.005
20	+	0067	+	0092	-	0.013	+	0.002	-	0.015
22	+	0256	-	0099	+	0.178	+	0.182	-	0.004
24	+	0268	-	0115	+	0.192	+	0.197	-	0.005
26	+	0286	-	0136	+	0.211	+	0.206	+	0.005
28	+	0291	-	0136	+	0.214	+	0.205	+	0.009
30	+	0258	-	0097	+	0.178	+	0.174	+	0.004
32	+	0190	-	0035	+	0.113	+	0.120	-	0.007
34	+	0165	-	0009	+	0.087	+	0.094	-	0.007
36	+	0153	-	0001	+	0.077	+	0.083	-	0.006
38	+	0147	+	0000	+	0.074	+	0.078	-	0.004
40	+	0159	+	0002	+	0.079	+	0.076	+	0.003
42	+	0297	-	0150	+	0.224	+	0.230	-	0.006
44	+	0296	-	0144	+	0.220	+	0.223	-	0.003
46	+	0292	-	0139	+	0.216	+	0.218	-	0.002
48	+	0297	-	0137	+	0.217	+	0.215	+	0.002
50	+	0293	-	0138	+	0.216	+	0.215	+	0.001
52	+	0290	-	0133	+	0.212	+	0.213	-	0.001
54	+	0292	-	0134	+	0.213	+	0.212	+	0.001
56	+	0292	-	0139	+	0.216	+	0.219	-	0.003
58	+	0298	-	0141	+	0.220	+	0.224	-	0.004
60										

TUBE NO. 122 DEPTH ______

SHEET NO. 1 OF 1

PROJECT Rainier Slide

______

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 4-9-84

RESULTANT DISPLACEMENT ______

DEPTH ______

RESULTANT AZIMUTH ______

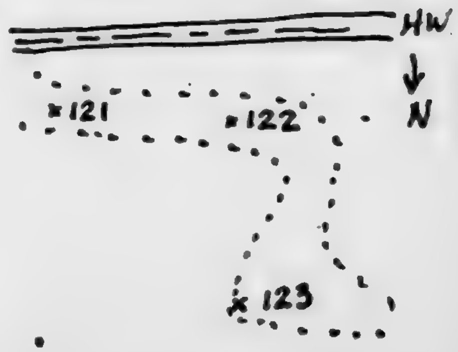
WATER LEVEL 36.

INSTRUMENT ______

READ BY Terry

DON

height of steel tube = 1.5'



No movement

DEPTH & JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°										B AXIS MOVEMENT 90° CLOCKWISE 115°									
	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE	±	— HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	327	+	274	-	0.301	-	0.305	+	0.004	+	198	-	063	+	0.131	+	0.208	-	0.077
4	-	330	+	280	-	0.305	-	0.307	+	0.002	+	184	-	050	+	0.117	+	0.183	-	0.066
6	-	337	+	282	-	0.310	-	0.312	+	0.002	+	166	-	032	+	0.099	+	0.152	-	0.053
8	-	352	+	296	-	0.324	-	0.327	+	0.003	+	165	-	015	+	0.090	+	0.120	-	0.030
10	-	371	+	316	-	0.344	-	0.351	+	0.007	+	147	-	008	+	0.078	+	0.090	-	0.012
12	-	383	+	328	-	0.356	-	0.364	+	0.008	+	135	+	012	+	0.062	+	0.058	+	0.004
14	-	389	+	337	-	0.363	-	0.367	+	0.004	+	110	+	026	+	0.042	+	0.034	+	0.008
16	-	398	+	346	-	0.372	-	0.368	-	0.004	+	084	+	052	+	0.016	+	0.010	+	0.006
18	-	412	+	356	-	0.384	-	0.376	-	0.008	+	063	+	073	-	0.005	-	0.006	+	0.001
20	-	418	+	361	-	0.390	-	0.387	-	0.003	+	073	+	075	-	0.001	+	0.002	-	0.003
22	-	224	+	185	-	0.205	-	0.204	-	0.001	+	251	-	109	+	0.180	+	0.182	-	0.002
24	-	229	+	172	-	0.201	-	0.204	+	0.003	+	274	-	130	+	0.202	+	0.197	+	0.005
26	-	240	+	186	-	0.213	-	0.213	+	0	+	286	-	151	+	0.219	+	0.206	+	0.013
28	-	239	+	187	-	0.213	-	0.219	+	0.006	+	280	-	142	+	0.211	+	0.205	+	0.006
30	-	247	+	190	-	0.219	-	0.226	+	0.007	+	246	-	102	+	0.174	+	0.174	+	0
32	-	275	+	224	-	0.250	-	0.252	+	0.002	+	184	-	043	+	0.114	+	0.120	-	0.006
34	-	294	+	243	-	0.269	-	0.269	+	0	+	153	-	014	+	0.084	+	0.094	-	0.010
36	-	310	+	253	-	0.282	-	0.280	-	0.002	+	146	-	005	+	0.076	+	0.083	-	0.007
38	-	307	+	257	-	0.282	-	0.275	-	0.007	+	143	-	002	+	0.073	+	0.078	-	0.005
40	-	305	+	246	-	0.276	-	0.276	+	0	+	157	+	002	+	0.078	+	0.076	+	0.002
42	-	292	+	252	-	0.272	-	0.269	-	0.003	+	293	-	157	+	0.228	+	0.230	-	0.002
44	-	309	+	254	-	0.282	-	0.281	-	0.001	+	296	-	154	+	0.225	+	0.223	+	0.002
46	-	319	+	264	-	0.292	-	0.294	+	0.002	+	292	-	150	+	0.221	+	0.218	+	0.003
48	-	341	+	281	-	0.311	-	0.313	+	0.002	+	296	-	150	+	0.218	+	0.215	+	0.003
50	-	361	+	309	-	0.335	-	0.336	+	0.001	+	286	-	146	+	0.216	+	0.215	+	0.001
52	-	373	+	325	-	0.349	-	0.349	+	0	+	285	-	141	+	0.213	+	0.213	+	0
54	-	385	+	335	-	0.360	-	0.361	+	0.001	+	289	-	142	+	0.216	+	0.212	+	0.004
56	-	395	+	342	-	0.369	-	0.369	+	0	+	289	-	143	+	0.216	+	0.219	-	0.003
58	-	410	+	353	-	0.382	-	0.385	+	0.003	+	294	-	148	+	0.221	+	0.224	-	0.003
60			-																	

TUBE NO. 122 DEPTH ____

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 5/21

RESULTANT DISPLACEMENT ____

DEPTH ____

RESULTANT AZIMUTH ____

WATER LEVEL 25 T.T.O.F. 23.5 G.L.

INSTRUMENT ____

READ BY RANDY

DAVID

height of steel Tube = 1.5'

HW.
N
×121
×122
×123

NO movement

DEPTH & JOINTS	A AXIS: APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°										B AXIS: MOVEMENT 90° CLOCKWISE 115°									
	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0336	+	0282	-	0.309	-	0.305	-	0.004	+	0207	-	0073	+	0.140	+	0.208	-	0.068
4	-	0335	+	0281	-	0.308	-	0.307	-	0.001	+	0184	-	0052	+	0.118	+	0.183	-	0.065
6	-	0331	+	0290	-	0.310	-	0.312	+	0.002	+	0167	-	0030	+	0.099	+	0.152	-	0.053
8	-	0357	+	0292	-	0.325	-	0.327	+	0.002	+	0158	-	0018	+	0.088	+	0.120	-	0.032
10	-	0377	+	0311	-	0.344	-	0.351	+	0.007	+	0148	-	0012	+	0.080	+	0.090	-	0.010
12	-	0391	+	0322	-	0.357	-	0.364	+	0.007	+	0137	+	0004	+	0.067	+	0.058	+	0.009
14	-	0377	+	0351	-	0.364	-	0.367	+	0.003	+	0117	+	0026	+	0.046	+	0.034	+	0.012
16	-	0405	+	0343	-	0.374	-	0.368	-	0.006	+	0089	+	0049	+	0.020	+	0.010	+	0.010
18	-	0433	+	0354	-	0.394	-	0.376	-	0.018	+	0067	+	0075	-	0.004	-	0.006	+	0.002
20	-	0424	+	0352	-	0.388	-	0.387	-	0.001	+	0062	+	0085	-	0.012	+	0.002	-	0.014
22	-	0229	+	0185	-	0.207	-	0.204	-	0.003	+	0246	-	0108	+	0.177	+	0.182	-	0.005
24	-	0233	+	0171	-	0.202	-	0.204	+	0.002	+	0262	-	0124	+	0.193	+	0.197	-	0.004
26	-	0243	+	0181	-	0.212	-	0.213	+	0.001	+	0278	-	0144	+	0.211	+	0.206	+	0.005
28	-	0251	+	0173	-	0.212	-	0.219	+	0.007	+	0286	-	0146	+	0.216	+	0.205	+	0.011
30	-	0253	+	0187	-	0.220	-	0.226	+	0.006	+	0251	-	0106	+	0.179	+	0.174	+	0.005
32	-	0283	+	0217	-	0.250	-	0.252	+	0.002	+	0189	-	0046	+	0.118	+	0.120	-	0.002
34	-	0303	+	0237	-	0.270	-	0.269	-	0.001	+	0159	-	0017	+	0.088	+	0.094	-	0.006
36	-	0315	+	0251	-	0.283	-	0.280	-	0.003	+	0151	-	0006	+	0.079	+	0.083	-	0.004
38	-	0311	+	0251	-	0.281	-	0.275	-	0.006	+	0144	-	0004	+	0.074	+	0.078	-	0.004
40	-	[illegible]	+	0245	-	0.275	-	0.276	+	0.001	+	0152	+	0006	+	0.073	+	0.076	-	0.003
42	-	[illegible]		[illegible]	-	0.266	-	0.269	+	0.003	+	0280	-	[illegible]	+	0.222	+	0.230	-	0.008
44	-	0309	+	[illegible]	-	0.280	-	0.281	+	0.001	+	0295	-	0151	+	0.223	+	0.223	+	0
46	-	0322	+	[illegible]	-	0.292	-	0.294	+	0.002	+	0294	-	0150	+	0.222	+	0.218	+	0.004
48	-	[illegible]	+	[illegible]	-	0.310	-	0.313	+	0.003	+	0294	-	0149	+	0.222	+	0.215	+	0.007
50	-	[illegible]	+	0332	-	0.333	-	0.336	+	0.003	+	0291	-	0140	+	0.216	+	0.215	+	0.001
52	-	[illegible]	+	0319	-	0.347	-	0.349	+	0.002	+	[illegible]	-	0142	+	0.216	+	0.213	+	0.003
54	-	[illegible]	+	0321	-	0.357	-	0.361	+	0.004	+	0287	-	0140	+	0.214	+	0.212	+	0.002
56	-	0393	+	0336	-	0.365	-	0.369	+	0.004	+	0289	-	0145	+	0.217	+	0.219	-	0.002
58	-	0411	+	0345	-	0.378	-	0.385	+	0.007	+	0295	-	0147	+	0.221	+	0.224	-	0.003
60																				

TUBE NO. 122 DEPTH ____

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 3-13-84

RESULTANT DISPLACEMENT ____

DEPTH ____

RESULTANT AZIMUTH ____

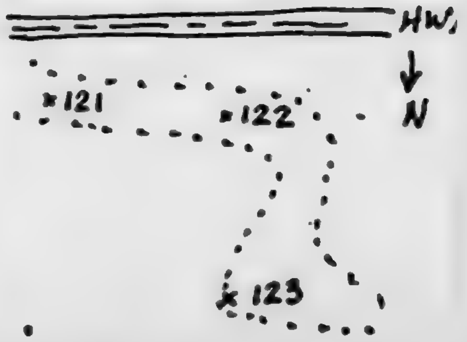
WATER LEVEL 33.5'

INSTRUMENT ____

READ BY Terry

[illegible]

height of steel tube = 1.5'



DEPTH & JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°											B AXIS MOVEMENT 90° CLOCKWISE 115°									
	TOE VALUE — HEAD VALUE				PRESENT DIFF/2		INITIAL DIFF/2		CHANGE (inches)		TOE VALUE — HEAD VALUE				PRESENT DIFF/2		INITIAL DIFF/2		CHANGE (inches)	
	±		±		±		±		±		±		±		±		±		±	
2	-	[illegible]	+	[illegible]	-	0.307	-	0.305	-	0.002	+	[illegible]	-	[illegible]	+	0.138	+	0.208	-	0.070
4	+	[illegible]	+	0309	-	0.305	-	0.307	+	0.002	+	[illegible]	-	[illegible]	+	0.119	+	0.183	-	0.064
6	-	[illegible]	+	[illegible]	-	0.309	-	0.312	+	0.003	+	[illegible]	-	[illegible]	+	0.096	+	0.152	-	0.056
8	-	[illegible]	+	[illegible]	-	0.324	-	0.327	+	0.003	+	[illegible]	-	[illegible]	+	0.088	+	0.120	-	0.032
10		[illegible]	+	[illegible]	-	0.344	-	0.351	+	0.007	+	[illegible]	-	[illegible]	+	0.082	+	0.090	-	0.008
12	-	[illegible]	+	[illegible]	-	0.357	-	0.364	+	0.007		[illegible]	+	[illegible]	+	0.064	+	0.058	+	0.006
14	-	[illegible]	+	[illegible]	-	0.364	-	0.367	+	0.003	+	[illegible]	+	[illegible]	+	0.046	+	0.034	+	0.012
16	-	[illegible]	+	[illegible]	-	0.372	-	0.368	-	0.004	+	[illegible]	+	[illegible]	+	0.021	+	0.010	+	0.011
18	-	[illegible]	-	[illegible]	-	0.384	-	0.376	-	0.008	+	0047	+	[illegible]	-	0.003	-	0.006	+	0.003
20	-	[illegible]		[illegible]	-	0.389	-	0.387	-	0.002	+	[illegible]	+	[illegible]	-	0.003	+	0.002	-	0.005
22	-	[illegible]	+	[illegible]	-	0.207	-	0.204	-	0.003	+	[illegible]	-	[illegible]	+	0.179	+	0.182	-	0.003
24	-	[illegible]		[illegible]	-	0.202	-	0.204	+	0.002	+	[illegible]	-	[illegible]	+	0.196	+	0.197	-	0.001
26	-	[illegible]		[illegible]	-	0.211	-	0.213	+	0.002	+	[illegible]	-	[illegible]	+	0.210	+	0.206	+	0.004
28	-	[illegible]	+	[illegible]	-	0.216	-	0.219	+	0.003	+	[illegible]	-	[illegible]	+	0.267	+	0.205	+	0.002
30	-	[illegible]		[illegible]	-	0.225	-	0.226	+	0.001	+	[illegible]	-	[illegible]	+	0.175	+	0.174	+	0.001
32	-	[illegible]		[illegible]	-	0.249	-	0.252	+	0.003	+	[illegible]	-	[illegible]	+	0.122	+	0.120	+	0.002
34	-	[illegible]		[illegible]	-	0.266	-	0.269	+	0.003	+	[illegible]		[illegible]	+	0.096	+	0.094	+	0.002
36	-	[illegible]	+	[illegible]	-	0.280	-	0.280	+	0	+	[illegible]	-	[illegible]	+	0.082	+	0.083	-	0.001
38	-	[illegible]		[illegible]	-	0.278	-	0.275	-	0.003	+	[illegible]		[illegible]	+	0.074	+	0.078	-	0.004
40	-	[illegible]		[illegible]	-	0.272	-	0.276	+	0.004	+	[illegible]	-	[illegible]	+	0.072	+	0.076	-	0.004
42		[illegible]	+	[illegible]	-	0.269	-	0.269	+	0		[illegible]	-	[illegible]	+	0.224	+	0.230	-	0.006
44	-	[illegible]	+	[illegible]	-	0.283	-	0.281	-	0.002		[illegible]	-	[illegible]	+	0.220	+	0.223	-	0.003
46	-	[illegible]		[illegible]	-	0.296	-	0.294	-	0.002	+	[illegible]	-	[illegible]	+	0.217	+	0.218	-	0.001
48	-			[illegible]	-	0.314	-	0.313	-	0.001		[illegible]	-	[illegible]	+	0.217	+	0.215	+	0.002
50		[illegible]		[illegible]	-	0.337	-	0.336	-	0.001	+		-	0165	+	0.216	+	0.215	+	0.001
52	-	[illegible]		[illegible]	-	0.350	-	0.349	-	0.001	+	[illegible]		[illegible]	+	0.212	+	0.213	-	0.001
54	-	[illegible]		[illegible]	-	0.361	-	0.361	+	0	+	[illegible]	-	[illegible]	+	0.213	+	0.212	+	0.001
56	-	[illegible]		[illegible]	-	0.369	-	0.369	+	0	+	[illegible]	-		+	0.216	+	0.219	-	0.003
58	-	[illegible]	+	[illegible]	-	0.384	-	0.385	+	0.001	-	[illegible]	-	[illegible]	+	0.221	+	0.224	-	0.003
60																				

TUBE NO. 122 DEPTH ____

SHEET NO. 1 OF 1

PROJECT Rainier Slide

____

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 1-23-84

RESULTANT DISPLACEMENT ____

DEPTH ____

RESULTANT AZIMUTH ____

WATER LEVEL [illegible]

INSTRUMENT ____

READ BY [illegible]

[illegible]

height of steel tube = 1.5'

NO Movement

Sand was added to top of Tube causing change near the top

DEPTH & JOINTS	A AXIS APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25° TOE VALUE ±	— HEAD VALUE ±	PRESENT DIFF/2 ±	INITIAL DIFF/2 ±	CHANGE (inches) ±	AXIS MOVEMENT 90° CLOCKWISE 115 TOE VALUE ±	— HEAD VALUE ±	PRESENT DIFF/2 ±	INITIAL DIFF/2 ±	CHANGE (inches) ±
2	-0.284	+0.299	-0.292	-0.305	+0.013	+0.177	-0.081	+0.129	+0.208	-0.079
4	-0.286	+0.304	-0.295	-0.307	+0.012	+0.158	-0.061	+0.110	+0.183	-0.073
6	-0.299	+0.312	-0.306	-0.312	+0.006	+0.142	-0.039	+0.091	+0.152	-0.061
8	-0.320	+0.330	-0.325	-0.327	+0.002	+0.141	-0.035	+0.088	+0.120	-0.032
10	-0.343	+0.354	-0.349	-0.351	+0.002	+0.132	-0.035	+0.084	+0.090	-0.006
12	-0.358	+0.366	-0.362	-0.364	+0.002	+0.118	-0.016	+0.067	+0.058	+0.009
14	-0.359	+0.374	-0.367	-0.367	+0	+0.098	+0.003	+0.048	+0.034	+0.014
16	-0.363	+0.379	-0.371	-0.368	-0.003	+0.068	+0.027	+0.021	+0.010	+0.011
18	-0.372	+0.384	-0.378	-0.376	-0.002	+0.048	+0.052	-0.002	-0.006	+0.004
20	-0.387	+0.385	-0.386	-0.387	+0.001	+0.052	+0.051	+0.001	+0.002	-0.001
22	-0.192	+0.221	-0.207	-0.204	-0.003	+0.232	-0.126	+0.179	+0.182	-0.003
24	-0.200	+0.210	-0.205	-0.204	-0.001	+0.248	-0.146	+0.197	+0.197	+0
26	-0.204	+0.218	-0.211	-0.213	+0.002	+0.262	-0.159	+0.211	+0.206	+0.005
28	-0.209	+0.225	-0.217	-0.219	+0.002	+0.257	-0.153	+0.205	+0.205	+0
30	-0.220	+0.232	-0.226	-0.226	+0	+0.224	-0.119	+0.172	+0.174	-0.002
32	-0.243	+0.254	-0.249	-0.252	+0.003	+0.173	-0.072	+0.123	+0.120	+0.003
34	-0.260	+0.272	-0.266	-0.269	+0.003	+0.148	-0.045	+0.097	+0.094	+0.003
36	-0.274	+0.283	-0.279	-0.280	+0.001	+0.133	-0.033	+0.083	+0.083	+0
38	-0.270	+0.285	-0.278	-0.275	-0.003	+0.125	-0.026	+0.076	+0.078	-0.002
40	-0.268	+0.274	-0.271	-0.276	+0.005	+0.138	-0.013	+0.076	+0.076	+0
42	-0.257	+0.287	-0.272	-0.269	-0.003	+0.277	-0.179	+0.228	+0.230	-0.002
44	-0.273	+0.290	-0.282	-0.281	-0.001	+0.273	-0.170	+0.222	+0.223	-0.001
46	-0.290	+0.301	-0.296	-0.294	-0.002	+0.267	-0.165	+0.216	+0.218	-0.002
48	-0.312	+0.317	-0.315	-0.313	-0.002	+0.263	-0.164	+0.214	+0.215	-0.001
50	-0.329	+0.345	-0.337	-0.336	-0.001	+0.265	-0.163	+0.214	+0.215	-0.001
52	-0.341	+0.357	-0.349	-0.349	+0	+0.263	-0.161	+0.212	+0.213	-0.001
54	-0.352	+0.366	-0.359	-0.361	+0.002	+0.263	-0.161	+0.212	+0.212	+0
56	-0.363	+0.376	-0.370	-0.369	-0.001	+0.267	-0.168	+0.218	+0.219	-0.001
58	-0.379	+0.392	-0.386	-0.385	-0.001	+0.273	-0.170	+0.222	+0.224	-0.002
60										

TUBE NO. 122 DEPTH ______

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-28-83

PRESENT OBSERVATION DATE 1-17-84

RESULTANT DISPLACEMENT ______

DEPTH ______

RESULTANT AZIMUTH ______

WATER LEVEL 38-1.5=36.5

INSTRUMENT ______

READ BY Ron, Randy, Hatch

height of Steel Tube = 1.5'

No movement

N36E
No. 123

A AXIS
APPARENT DIR. (AZIMUTH) OF SLIDE MOVEMENT 25°

DEPTH & JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	-	0297	+	0313			-	0.305		
4	-	0301	+	0313			-	0.307		
6	-	0308	+	0316			-	0.312		
8	-	0323	+	0331			-	0.327		
10	-	[illegible]	+	0355			-	0.351		
12	-	0359	+	[illegible]			-	0.364		
14	-	0362	+	0372			-	0.367		
16	-	0360	+	0376			-	0.368		
18	-	0371	+	0380			-	0.376		
20	-	0389		[illegible]			-	0.387		
22	-	0193	+	[illegible]			-	0.204		
24	-	[illegible]		[illegible]			-	0.204		
26	-	[illegible]	+	[illegible]			-	0.213		
28	-	[illegible]	+	[illegible]			-	0.219		
30	-	[illegible]	+	[illegible]			-	0.226		
32	-	[illegible]	+	[illegible]			-	0.252		
34	-	[illegible]	+	[illegible]			-	0.269		
36	-	[illegible]	+	0284			-	0.280		
38	-	[illegible]	+	0280			-	0.275		
40		[illegible]	+	0279			-	0.276		
42	-	[illegible]	+	[illegible]			-	0.269		
44	-	[illegible]	+	[illegible]			-	0.281		
46	-	[illegible]	+	[illegible]			-	0.294		
48	-	[illegible]		[illegible]			-	0.313		
50	-	[illegible]		[illegible]			-	0.336		
52	-	[illegible]		[illegible]			-	0.349		
54	-	0357		[illegible]			-	0.361		
56	-	0367		0371			-	0.369		
58	-	0380	+	0389			-	0.385		
60										

B AXIS
MOVEMENT 90° CLOCKWISE 115°

DEPTH & JOINTS	±	TOE VALUE —	±	HEAD VALUE	±	PRESENT DIFF/2	±	INITIAL DIFF/2	±	CHANGE (inches)
2	+	0257	-	0159			+	0.208		
4	+	0229	-	0137			+	0.183		
6	+	0203	-	0100			+	0.152		
8	+	[illegible]	-	0066			+	0.120		
10	+	[illegible]	-	0031			+	0.090		
12	+	[illegible]	-	0005			+	0.058		
14	+	0087	+	0014			+	0.034		
16	+	0060	+	0040			+	0.010		
18	+	0046	+	0058			-	0.006		
20	+	0056		[illegible]			+	0.002		
22	+	[illegible]	-	[illegible]			+	0.182		
24	+	0241	-	[illegible]			+	0.197		
26	+	0258	-	[illegible]			+	0.206		
28	+	[illegible]	-	[illegible]			+	0.205		
30	+	[illegible]	-	[illegible]			+	0.174		
32		[illegible]		[illegible]			+	0.120		
34	+	[illegible]	-	0040			+	0.094		
36	+	[illegible]	-	0030			+	0.083		
38		[illegible]	-	0025			+	0.078		
40	+	0141	-	0011			+	0.076		
42	+	[illegible]	-	[illegible]			+	0.230		
44	+	[illegible]	-	[illegible]			+	0.223		
46	+	[illegible]	-	[illegible]			+	0.218		
48	+	[illegible]	-	[illegible]			+	0.215		
50	+	[illegible]	-	0161			+	0.215		
52	+	0260	-	[illegible]			+	0.213		
54	+	[illegible]	-	0159			+	0.212		
56	+	0272	-	0165			+	0.219		
58	+	0278	-	0169			+	0.224		
60										

TUBE NO. 122 DEPTH

SHEET NO. 1 OF 1

PROJECT Rainier Slide

INITIAL OBSERVATION DATE 12-25-83

PRESENT OBSERVATION DATE 12-25-83

RESULTANT DISPLACEMENT

DEPTH 58

RESULTANT AZIMUTH

WATER LEVEL 34.5' G.L.

INSTRUMENT

READ BY [illegible]

Height of Tube = 1.5

25° EAST

. 9578

8-2-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER

Plaintiff,

v.

STATE OF OREGON, by and through its Department of Transportation,

Defendant.

No. 31503

MOTION FOR CONTINUANCE

Plaintiff respectfully moves this Court for an Order granting a continuance of the trial of the above entitled case currently scheduled for August 20 and 21, 1985, to such later date as is available.

This Motion is supported by the Affidavit of Richard C. Bemis, Attorney for the Plaintiff, attached hereto and by reference incorporated herein.

DATED this 2 day of August, 1985.

s/
RICHARD C. BEMIS, OSB# 57009
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	No. 31503 AFFIDAVIT OF RICHARD C. BEMIS IN SUPPORT OF MOTION FOR CONTINUANCE

STATE OF OREGON)

) ss.

County of Clackamas)

I, RICHARD C. BEMIS, being first duly sworn, depose and say:

1. I am one of the attorneys for the Plaintiff. I make this Affidavit in support of Plaintiff's Motion for an Order continuing the trial of the within case currently scheduled for August 20 and 21, 1985.

2. On June 26, 1985, I prepared and served upon the Defendant Plaintiff's Request for Production of Documents. The engineering and geological data requested has not yet been received and must be reviewed by Plaintiff's expert. On July 31, 1985, I received from Leslie B. Hampton, Assistant Chief Trial Counsel and attorney for the Defendant, the following documents:

///

(a) Defendant's Response to Plaintiff's Request for Production contending that certain documents set forth in Plaintiff's Request were privileged and not discoverable.

(b) Defendant's Request for Production.

(c) Defendant's Notice of Deposition requesting the deposition of the Plaintiff on August 8, 1985, with no prearranged or agreed upon date between Plaintiff's and Defendant's counsel.

3. Plaintiff is preparing and will file and serve a Motion for Order Compelling Production.

4. Plaintiff desires to take the deposition of one or more members of the Defendant's engineering staff.

By reason of the foregoing, the Plaintiff respectfully represents to the Court that the above entitled matter is not ready for trial and that further discovery is necessary and appropriate in the proper preparation and presentation of this case. For the foregoing reasons, Plaintiff requests a continuance of the trial date in the within proceedings.

DATED this 2nd day of August, 1985.

S/

RICHARD C. BEMIS, OSB# 57009
Of Attorneys for Plaintiff

SUBSCRIBED and SWORN TO before me this 2 day of August, 1985.

S/ MAGGIE TURNER

NOTARY PUBLIC FOR OREGON
My Commission Expires: 7/31/87

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing Motion for Continuance and Affidavit of Richard C. Bemis in Support of Motion for Continuance on Leslie B. Hampton, Assistant Attorney General, attorney for Defendant, on August 2, 1985, by mailing to said attorney a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at his regular office address, to-wit: Justice Building, Salem, Oregon 97310, and deposited in the post office at Milwaukie, Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U.S. Mail.

DATED this 2 day of August, 1985.

s/
Of Attorneys for Plaintiff

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL HEREOF
Richard C Bemis
Of Attorneys for Plaintiff

7578 7-30-85 Yellow

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	Case No. 31503

NOTICE OF TAKING OF DEPOSITION

TO: Charles Barker and Richard C. Bemis, his attorney.

YOU ARE HEREBY NOTIFIED that the defendant on August 8, 1985 at the Department of Justice, 500 Pacific Building, 520 S.W. Yamhill Street, Portland, Oregon, will take the deposition of the plaintiff Charles Barker at 10:30 a.m.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B. Hampton
Leslie B. Hampton, OSB# 58037
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	Case No. 31503

DEFENDANT'S REQUEST FOR PRODUCTION

Pursuant to ORCP 43, Defendant State of Oregon requests that plaintiff Charles Barker produce and permit defendant to inspect and copy the following documents on August 8, 1985 at 9:30 a.m. in the offices of the Oregon Department of Justice, 500 Pacific Building, 520 S.W. Yamhill, Portland, Oregon 97204:

1. All documents, test findings and results, explorations, inclinometer test findings and results, reports, notes, memoranda, charts, graphs, maps, drawings, photographs or correspondence relating to slides in the vicinity of plaintiff's property as described in the Complaint herein, or the movement or instability of plaintiff's land and land in the immediate vicinity thereof.

2. All evidence of any kind including the categories of documents described above in paragraph 1 showing any movement of or instability in plaintiff's property claimed to have been caused by defendant's activities as described in the Complaint.

3. The same request as paragraph 2 as related to property

in the immediate vicinity of plaintiff's property.

4. Any and all documents showing or recording any use or intended use or development of plaintiff's property that is subject to this proceeding, including formal or informal planning for such uses or development.

5. Any formal or informal requests, applications or inquiries concerning the zoning, proposed zoning or changes therein for the subject property and similar requests applications or inquiries concerning building permits or the availability of building permits for the subject property.

6. All photographs, movies or videotapes, maps, plans drawings or sketches showing the subject property or any portion thereof, whether or not related to sliding or land movement on subject property.

7. Any and all documents as referred to above evidencing the highest and best use of the property or its claimed valuation of $30,000.

This request covers any documents in the possession of or subject to the control of plaintiff Charles Barker or his agents, employes, representatives or attorneys.

This request is a continuing request. If any of the documents requested above come into the possession or control of plaintiff or his attorneys after the date requested for their production herein, defendant requests that they be promptly produced.

///

This request is made in good faith, not for the purpose of delay, and in the opinion of defendants counsel, is well-founded in law. In support of such request, counsel relies on ORCP 43 and teh cases interpretive thereof.

DATED this 30th day of July, 1985.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B Hampton

Leslie B. Hampton, OSB# 53037
Assistant Attorney General
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,)
)
Plaintiff,) Case No. 31503
)
v.)
)
STATE OF OREGON, by and through)
its Department of)
Transportation,)
)
Defendant.)

DEFENDANT'S RESPONSE TO PLAINTIFF'S REQUEST FOR PRODUCTION

Defendant State of Oregon hereby responds to plaintiff Charles Barker's Request for Production heretofor filed herein as follows:

1. To the extent that defendant understands plaintiff's Request Number 1, it will comply with the same as requested.

2. All appraisals and review of appraisals, if any, are in anticipation of litigation; privileged and not discoverable under ORCP 43.

DATED this 30th day of July, 1985.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B. Hampton
Leslie B. Hampton, OSB# 53037
Assistant Attorney General
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 30th day of July, 1985, I served a true copy of the within Notice of Taking of Deposition, Defendant's Request for Production and Defendant's Response to Plaintiff's Request for Production upon the following attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Richard C. Bemis
Attorney at Law
10565 S.E. 23rd Avenue
Milwaukie, Oregon 97222

Leslie B Hampton
LESLIE B. HAMPTON OSB # 53037
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

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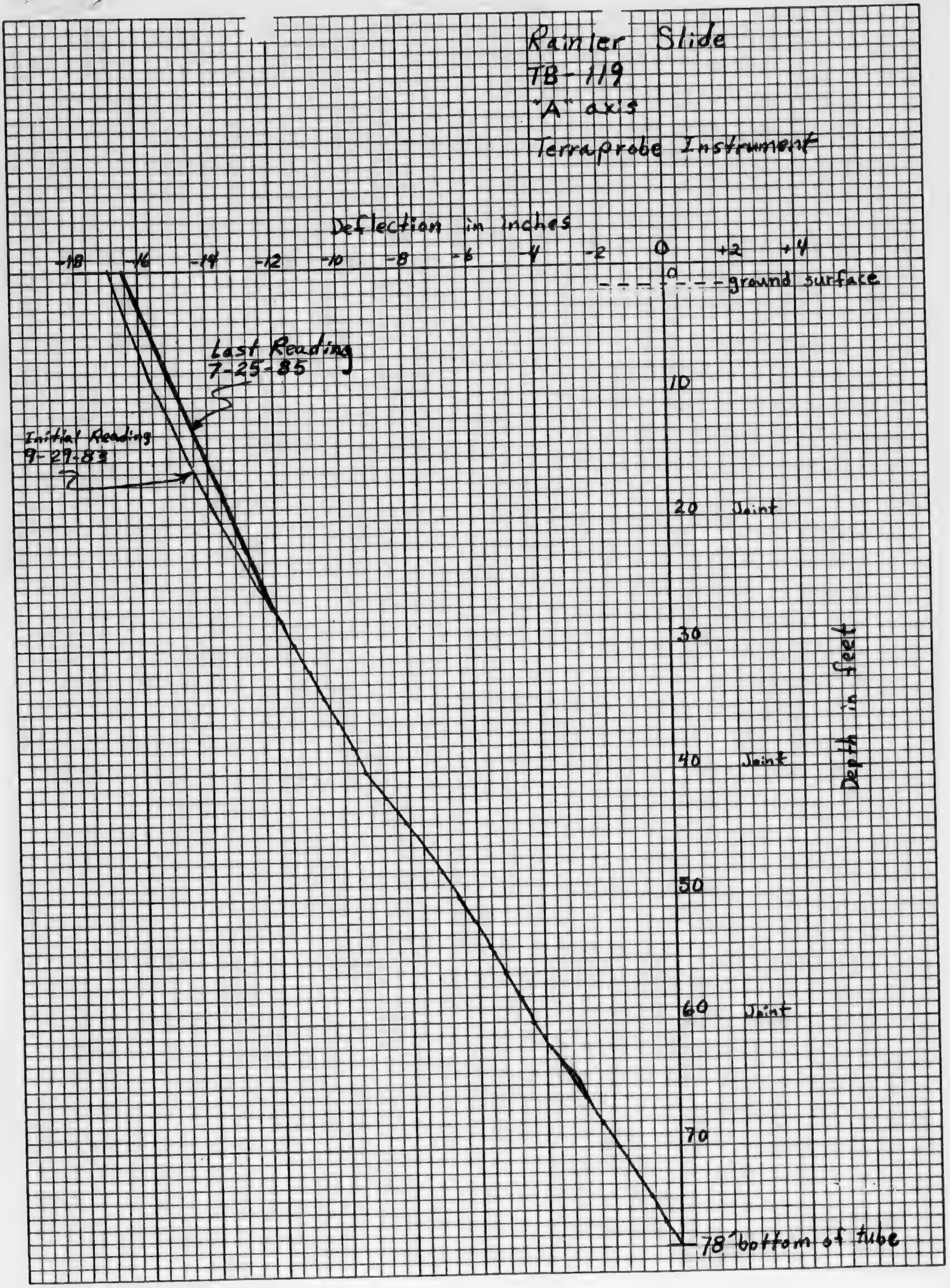
Page



Rainier Slide
TB-119
"A" axis
Terraprobe Instrument

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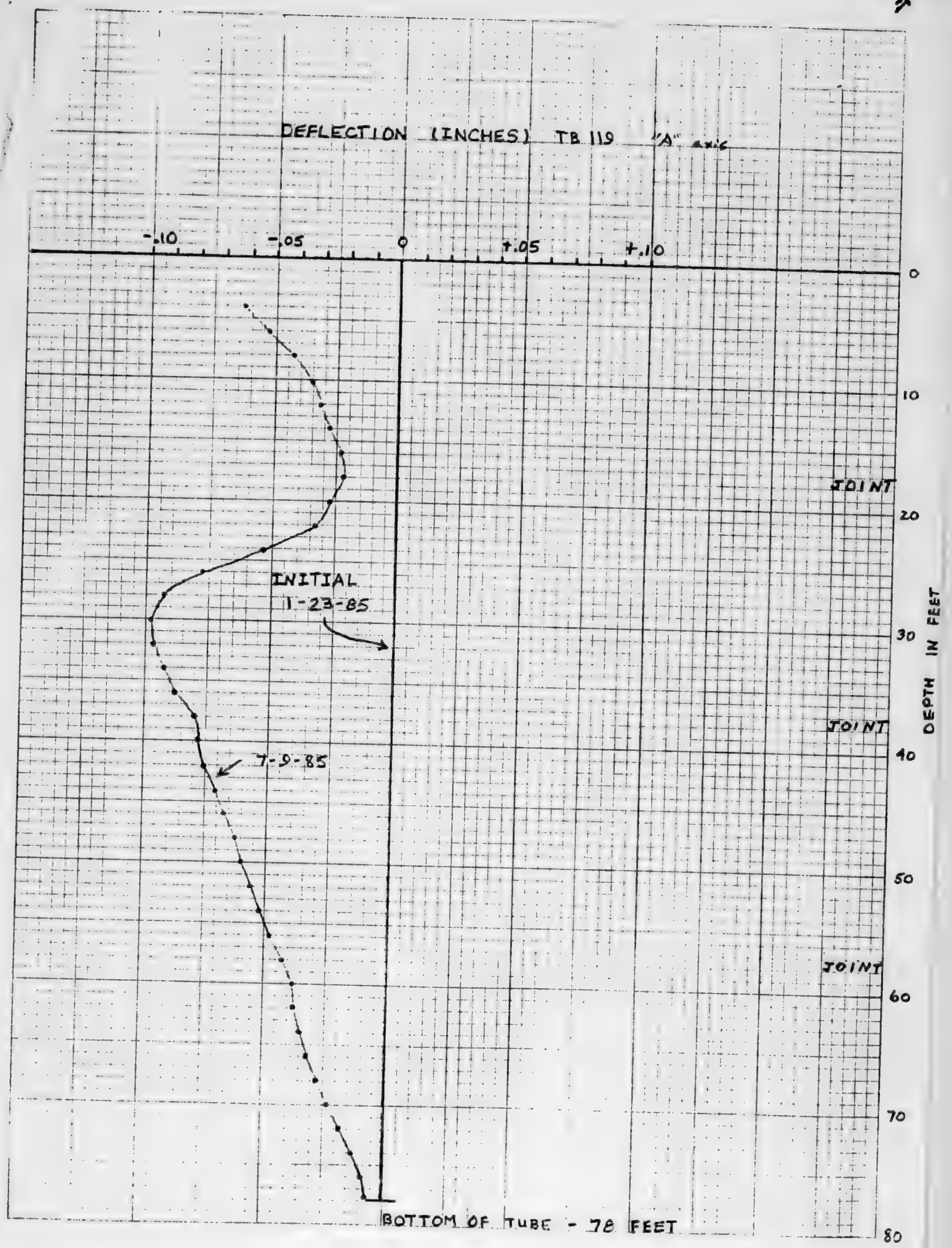
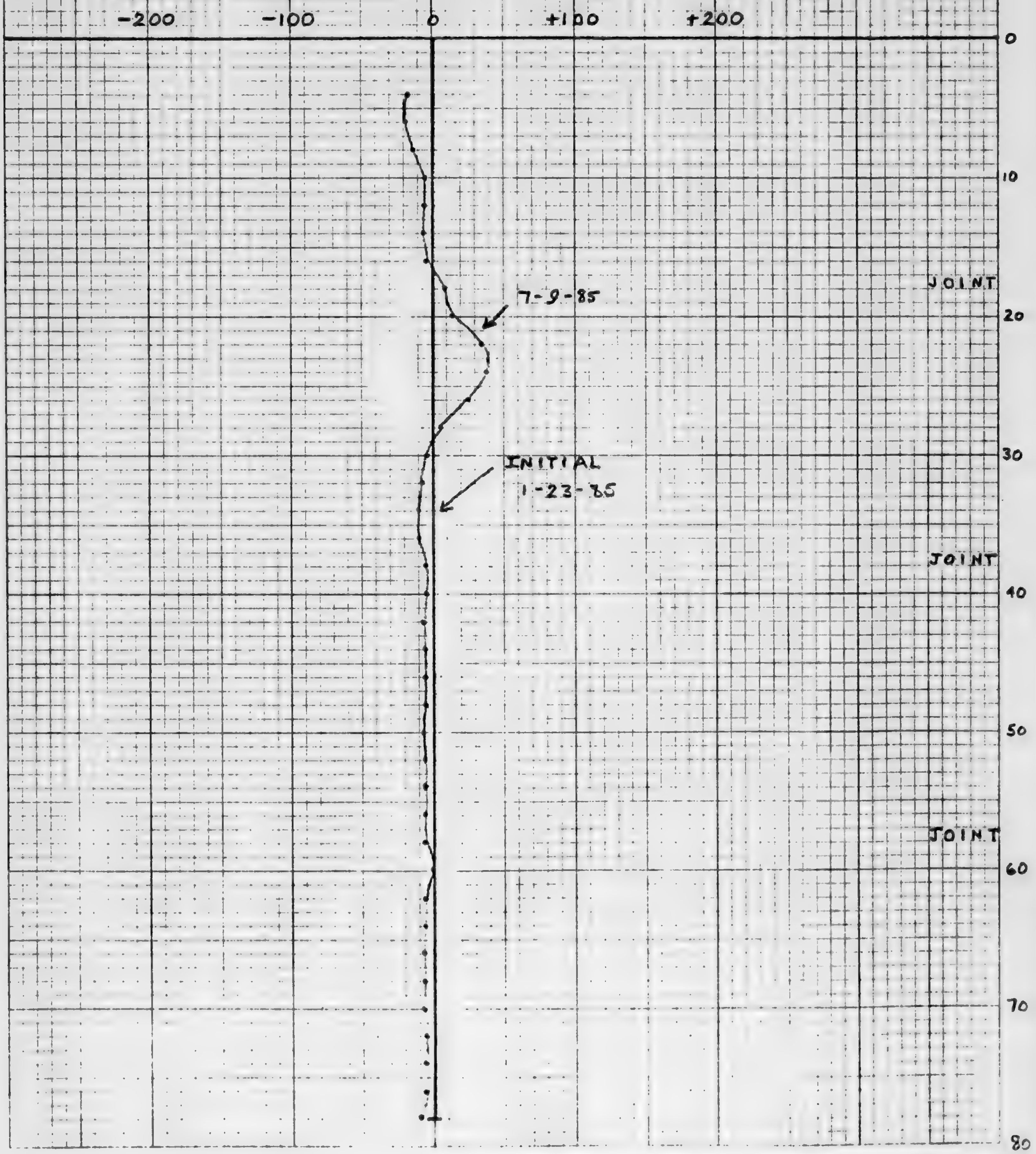


CHANGE TB 119 "A" axis



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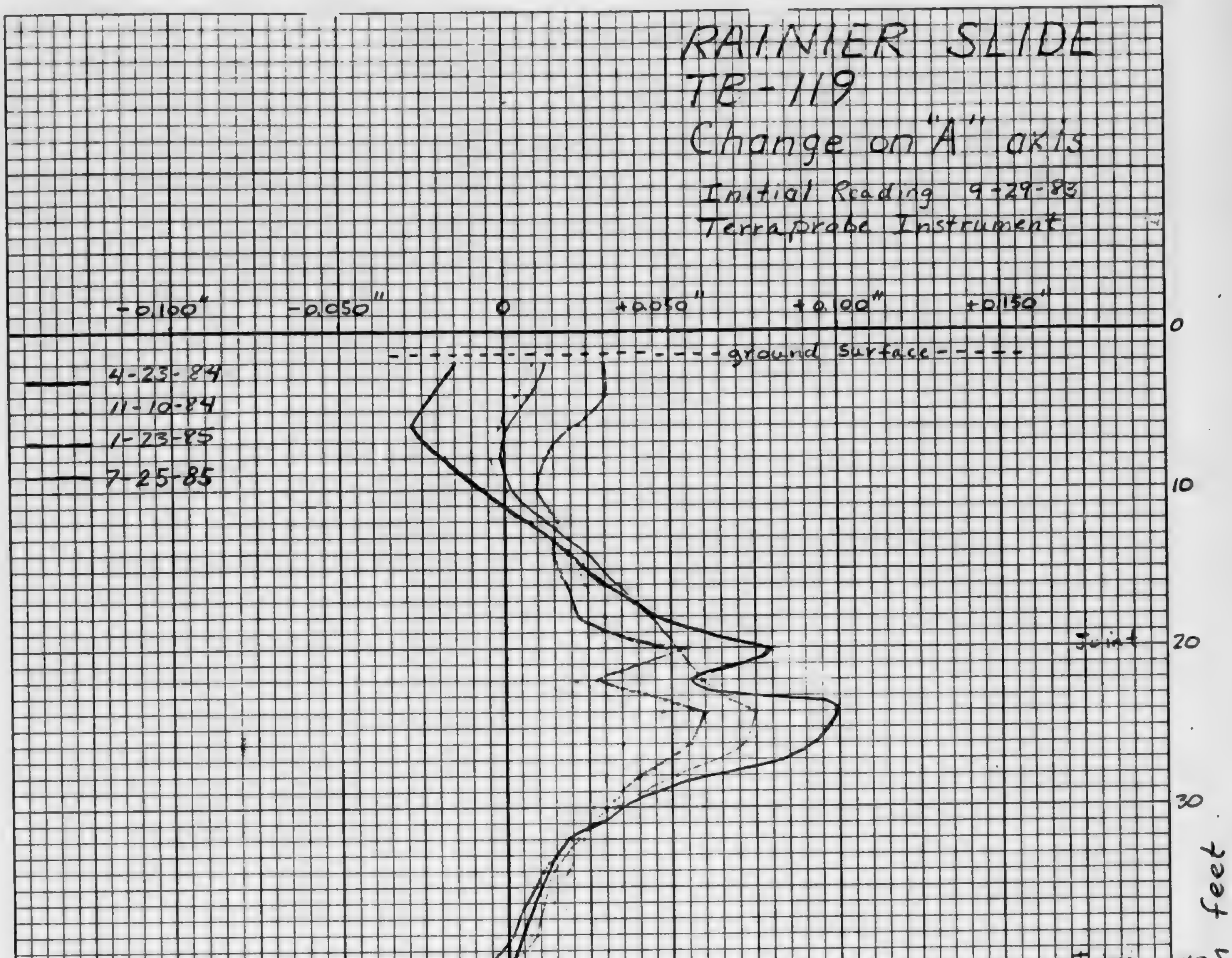

RAINIER SLIDE
TE-119
Change on "A" axis

Initial Reading 9-29-83
Terraprobe Instrument

DIETZGEN CORPORATION
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1571 ✓

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

July 9, 1985

Clarence Eshelman
Regional Geologist
Oregon Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Charles Barker v. State (DOT)
Columbia Co. Case No. 31503

Dear Clarence:

As we discussed by phone, the Barker case has now been scheduled for trial to begin on August 20, 1985. Charles Barker, the plaintiff, represented by attorney Richard C. Bemis has filed a notice for production of documents. When you have reviewed his request, please call me so that we can discuss the documents that are covered by the request. I am also sending a copy of the request to those receiving carbon copies of this letter with the request that they contact me if they have files within the scope of the request.

I appreciate your working with Mr. Squire to facilitate his investigation and report concerning the subject property. We will need him at the trial. He has testified on other slide cases for John McCulloch. I will be working with John on this trial. As mentioned in Mr. Squire's letter, we have scheduled Barker's deposition for August 5, 1985. I would appreciate any of your ideas for questions to ask Mr. Barker or subject matters for enquiry. Also, please think about available maps, aerial photography or other exhibits that can be used to support our position at trial. I understand that Ed Johnsen did some work during construction that may bear on the issues of this case. Thank you for your cooperation.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Counsel

LBH:cg
Enclosure
cc: John McCulloch
Al Harwood
Jim Cochell
Dave Willhite
Ed Johnsen

July 9, 1985

L. R. Squire
L. R. Squire, Inc.
4255 Oakridge Road
PO Box 1317
Lake Oswego, Oregon 97034

Re: Charles Barker v. State (DOT)
Columbia Co. Case No. 31503

Dear Mr. Squire:

I forward herewith three duplicate copies of the contract for your personal services. I have executed the contract on behalf of the State. It is my belief that the contract contains the terms we discussed by telephone. If you have questions please call me. If the contract is satisfactory, please execute and return two of the duplicate copies. Also, please intitial the deletion at page 3, paragraph 17 of the printed form.

I also enclose a copy of plaintiff's Complaint and the State's Answer thereto. Mr. Eshelman, Highway Division Regional Geologist will forward to you:

1. Copies of all readings at test holes installed to monitor possible earth movement in the subject area.
2. A copy of a contour map showing slide cracks by dashed red lines.
3. A copy of a map showing lot lines including the subject property, street lines and the various properties purchased by the State.

As we discussed by phone, Mr. Eshelman is available to accompany you on an inspection trip of the area and the subject property. He has construction plans and some aerial photography. Please make arrangements with Mr. Eshelman at 653-3080.

We have scheduled Mr. Barker's deposition for August 5, 1985. We would appreciate any of your ideas for questions or areas of inquiry for his deposition.

Thank you for your assistance and cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Counsel

LBH:cg
Enclosures
cc: John R. McCulloch, Jr.
Al Harwood
Jim Cochell
Clarence Eshelman
Dave Willhite
Ed Johnsen + Geotech -

9577

July 9, 1985

Clarence Eshelman
Regional Geologist
Oregon Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Charles Barker v. State (DOT)
Columbia Co. Case No. 31503

Dear Clarence:

As we discussed by phone, the Barker case has now been scheduled for trial to begin on August 20, 1985. Charles Barker, the plaintiff, represented by attorney Richard C. Bemis has filed a notice for production of documents. When you have reviewed his request, please call me so that we can discuss the documents that are covered by the request. I am also sending a copy of the request to those receiving carbon copies of this letter with the request that they contact me if they have files within the scope of the request.

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Sincerely,

Leslie B. Hampton
Assistant Chief Counsel

LBH:cg
Enclosure
cc: John McCulloch
Al Harwood
Jim Cochell
Dave Willhite
Ed Johnsen

1592

Form file

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,

Plaintiff,

v.

STATE OF OREGON, by and through its Department of Transportation,

Defendant.

Case No. 31503

REQUEST FOR PRODUCTION OF DOCUMENTS

TO: STATE OF OREGON, by and through its Department of Transportation
Leslie B. Hampton, Assistant Chief Trial Counsel

Pursuant to ORCP 43, plaintiff CHARLES BARKER hereby requests defendant to produce for examination, inspection and copying within forty (40) days of the date of this request at the office of his attorneys, REDMAN, CARSKADON & BEMIS, 10565 S.E. 23rd Avenue, Milwaukie, Oregon, 97222, the following:

1) All documents, test findings and results, explorations, inclinometer test findings and results, reports, notes, memoranda, charts, graphs, maps, drawings, correspondence relating to the slides in the vicinity of plaintiff's property described in the Complaint herein, the movement or instability of plaintiff's land and land in the immediate vicinity thereof.

2) All appraisals and review of appraisals made of the plaintiff's property prior to the date of the filing of the Complaint herein, including reports, correspondence, memoranda or other written communications relating to the value of

/////

plaintiff's property prepared prior to July 20, 1984.

Dated this 26th day of June, 1985.

REDMAN, CARSKADON & BEMIS

/s/ Richard C. Bemis
RICHARD C. BEMIS OSB# 57009
Of Attorneys for Plaintiff

26

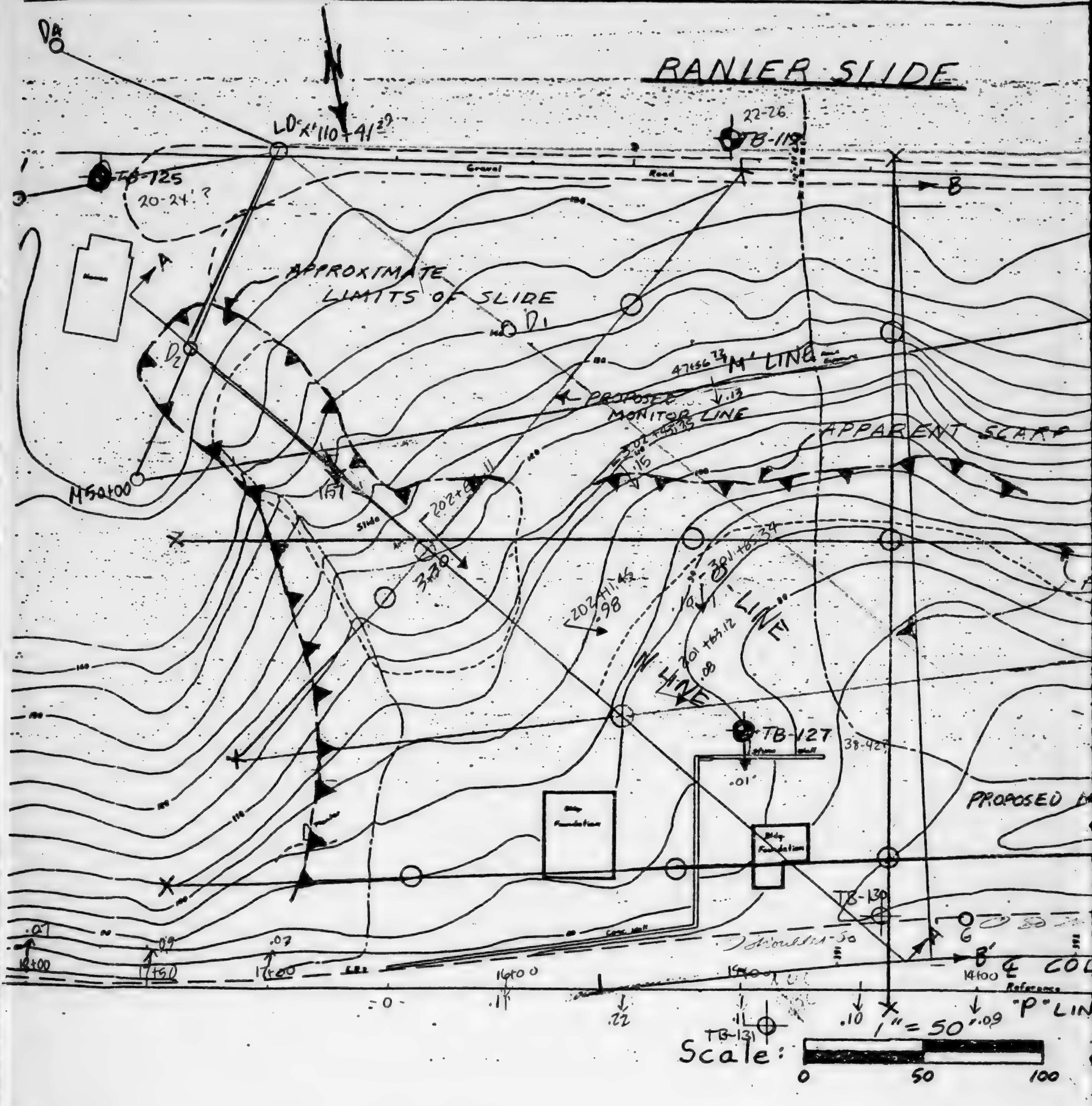
CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL HEREOF
Richard C. Bemis
Of Attorneys for Plaintiff

CERTIFICATE OF MAILING

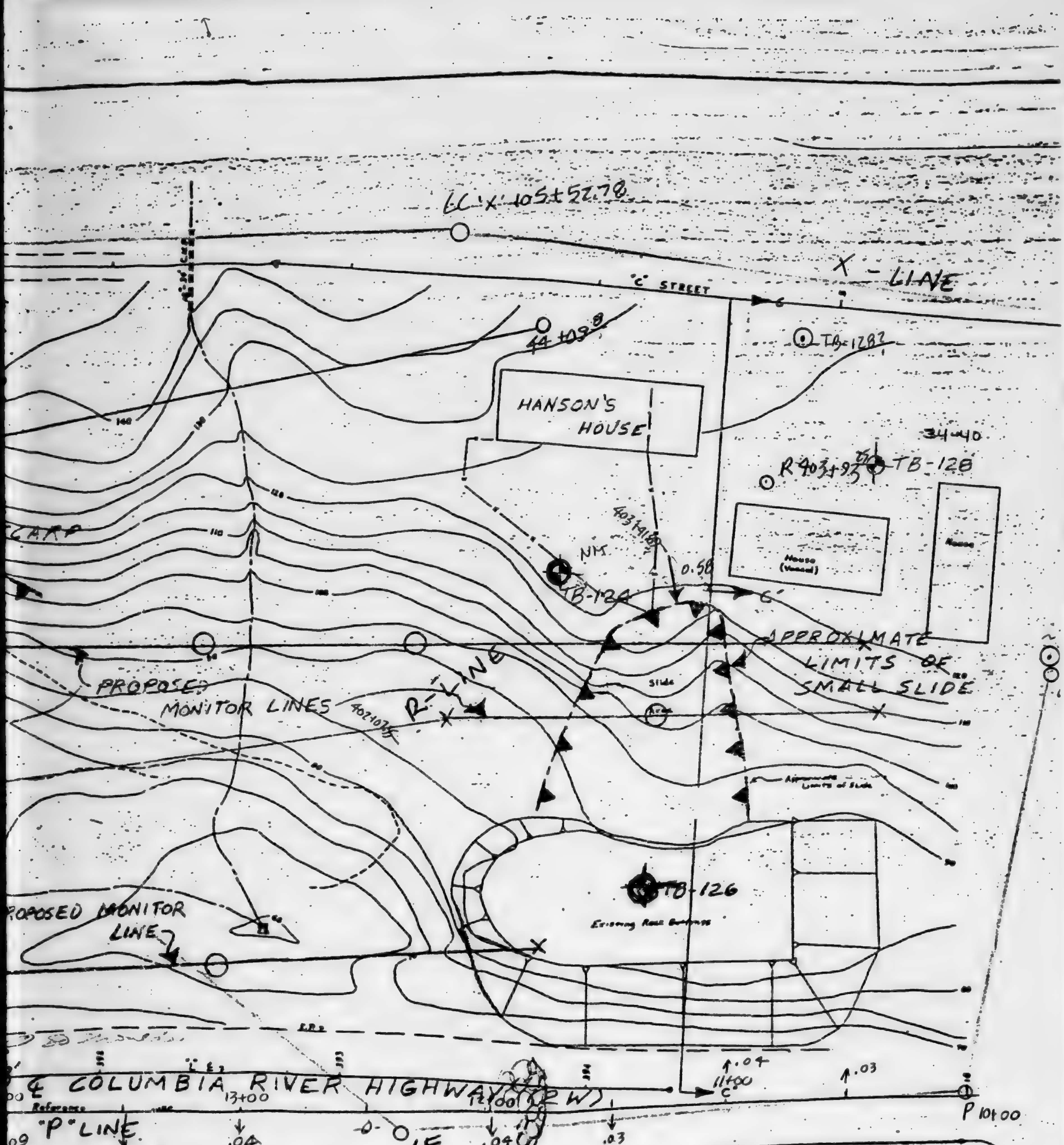
I hereby certify that I served the foregoing Request for Production of Documents on Mr. Leslie B. Hampton, Assistant Chief Trial Counsel, attorney for defendant on 6/26, 1985, by mailing to said attorney a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at his regular office address, to-wit: Department of Justice, 450 Justice Building, Salem, Oregon, 97310 and deposited in the post office at Milwaukie, Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U.S. Mail.

DATED this 26th day of June, 1985.

/s/ Richard C. Bemis
Of Attorneys for Plaintiff


RANIER SLIDE
N
D4
LD x' 110+41.29
22-26
TB-119
TB-125
20-24' ?
Gravel Road
B
A
APPROXIMATE LIMITS OF SLIDE
D1
D2
47+56.73 "M" LINE
.13
PROPOSED MONITOR LINE
APPARENT SCARP
M50+00
302+45.35
.15
.11
1.51
202+
3.70
301+65.34
.10
202+11.45
.98
LINE
N LINE
201+63.12
.08
TB-127
38-42?
.01'
Bldg Foundation
Bldg Foundation
PROPOSED
TB-130
G
B'
℄ COL
Reference "P" LIN
Conc. Wall
Shoulder-30
.07
18+00
.09
17+50
.07
17+00
16+00
15+00
14+00
.0
.11
.22
.11
.10
.09
TB-131
1" = 50'
Scale:
0
50
100

Revised location as of 2/85 Site visit


LC 'X' 105+52.78
X - LINE
"C" STREET
44+09.8
TB-128?
HANSON'S HOUSE
34-40
R 403+93.5
TB-128
403+18.5
NH
TB-124
0.58
House (Vacant)
House
APPROXIMATE LIMITS OF SMALL SLIDE
Slide
R LINE
PROPOSED MONITOR LINES
402+07.5
Approximate Limits of Slide
TB-126
Existing Road Surface
ROPOSED MONITOR LINE
SCARP
℄ COLUMBIA RIVER HIGHWAY (R/W)
"P" LINE
13+00
12+00
11+00
P 10+00
.04
.03
.09
LE
100

○: PROPOSED LOCATION OF SURVEY STAKE - POTENTIAL MOVEMENT AREA

X: PROPOSED LOCATION OF SURVEY REFERENCE STAKE (STABLE AREA)

FIGURE 1
SITE PLAN

005530

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

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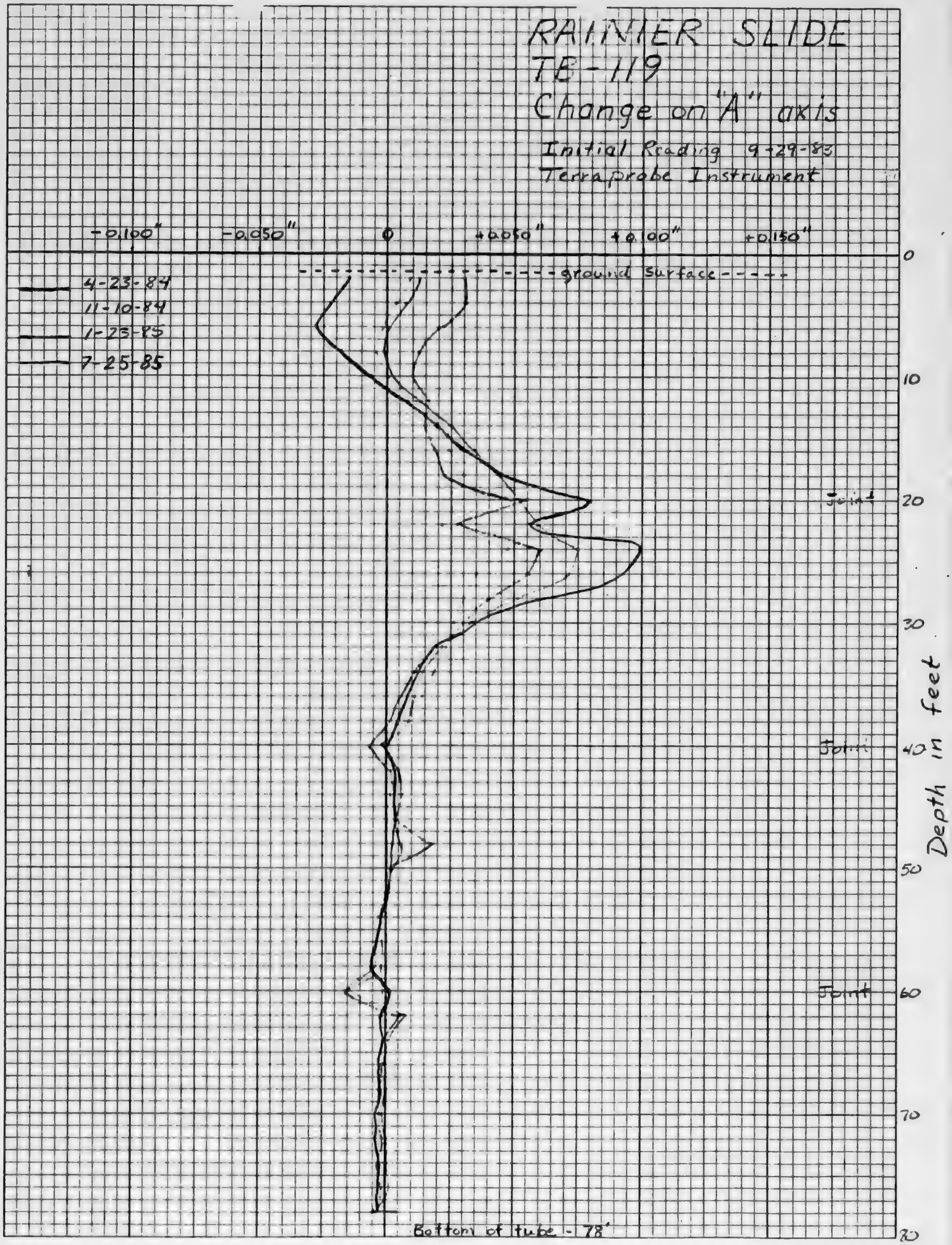

RAINIER SLIDE
TB-119
Change on "A" axis
Initial Reading 9-29-83
Terraprobe Instrument

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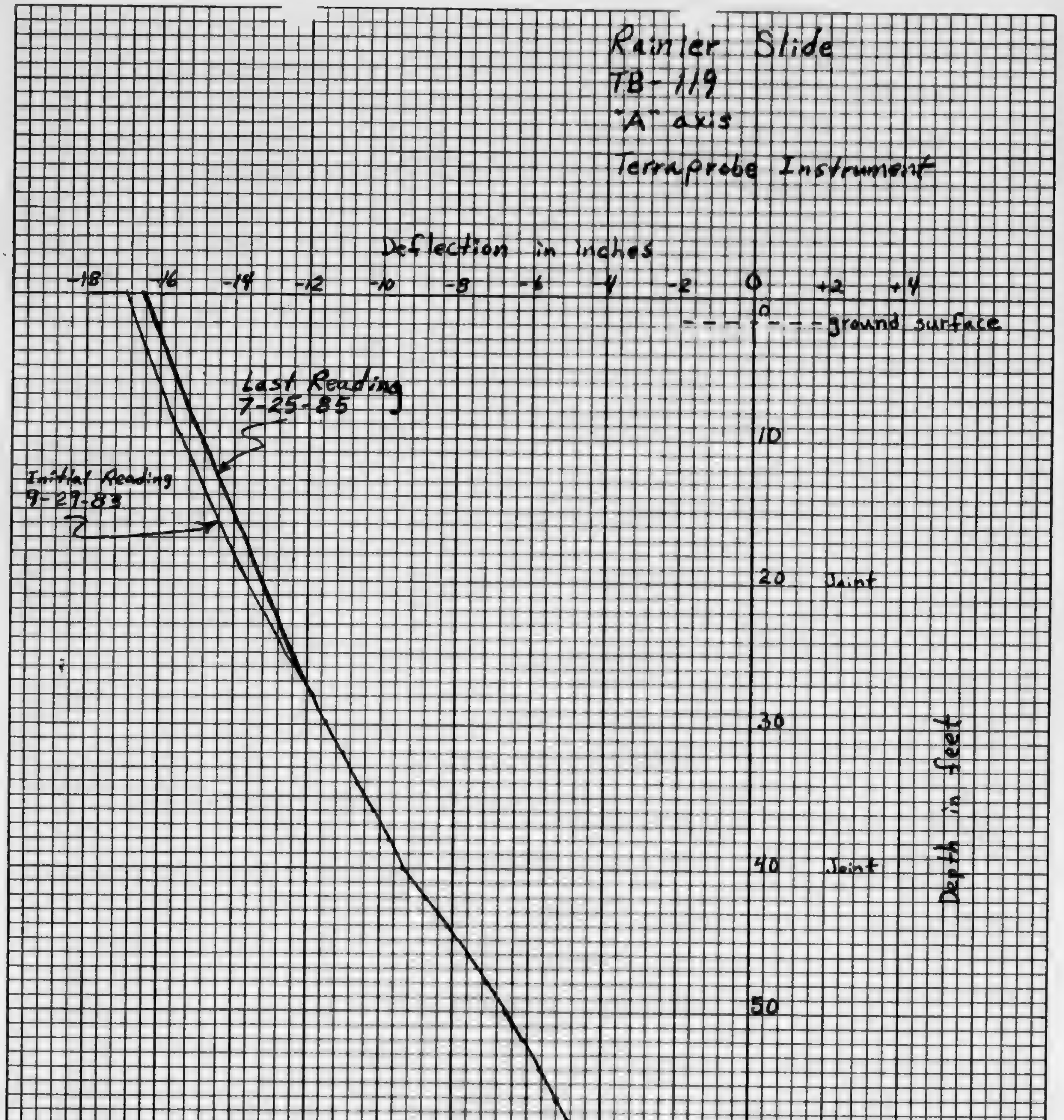

Rainier Slide
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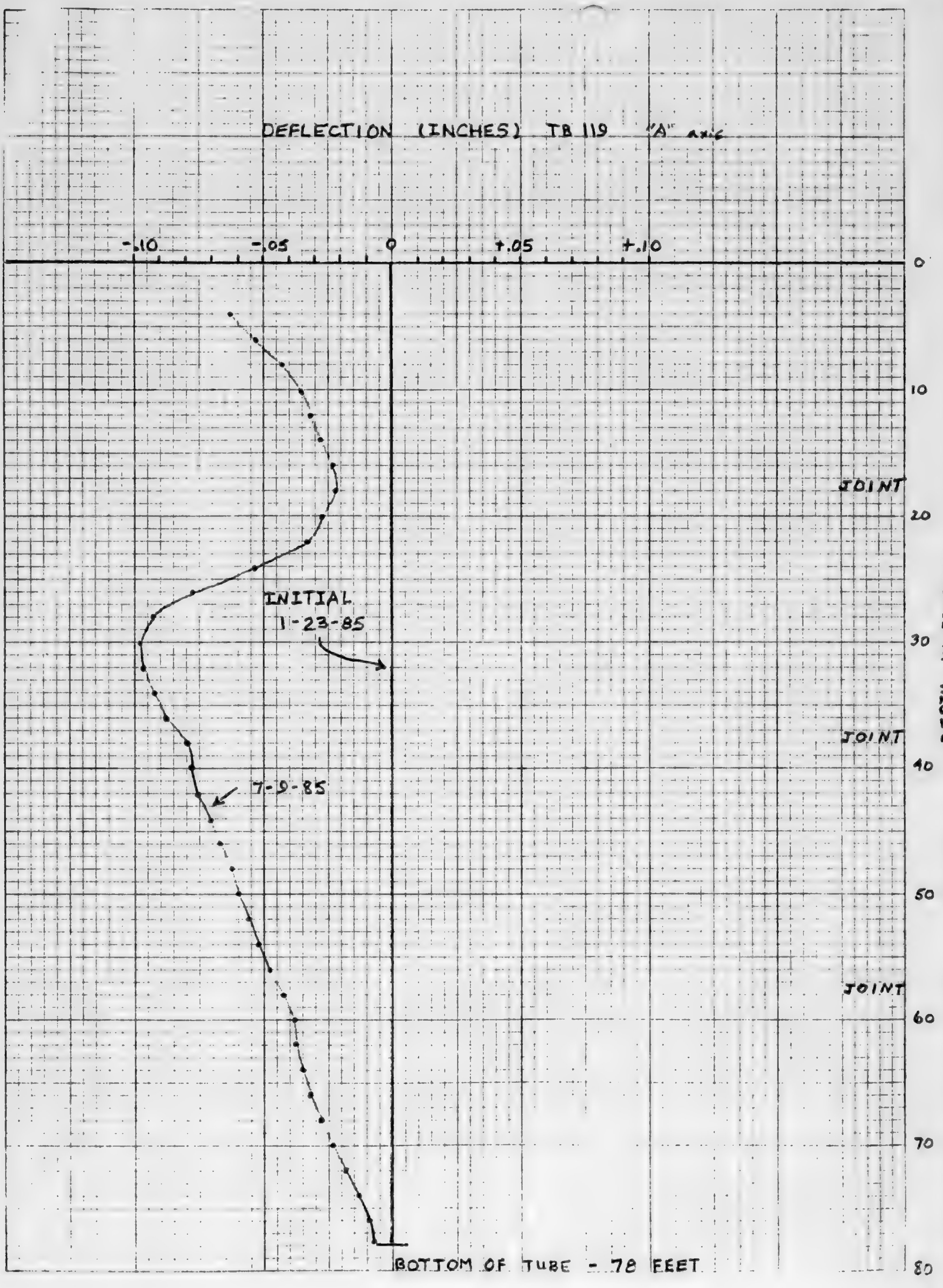

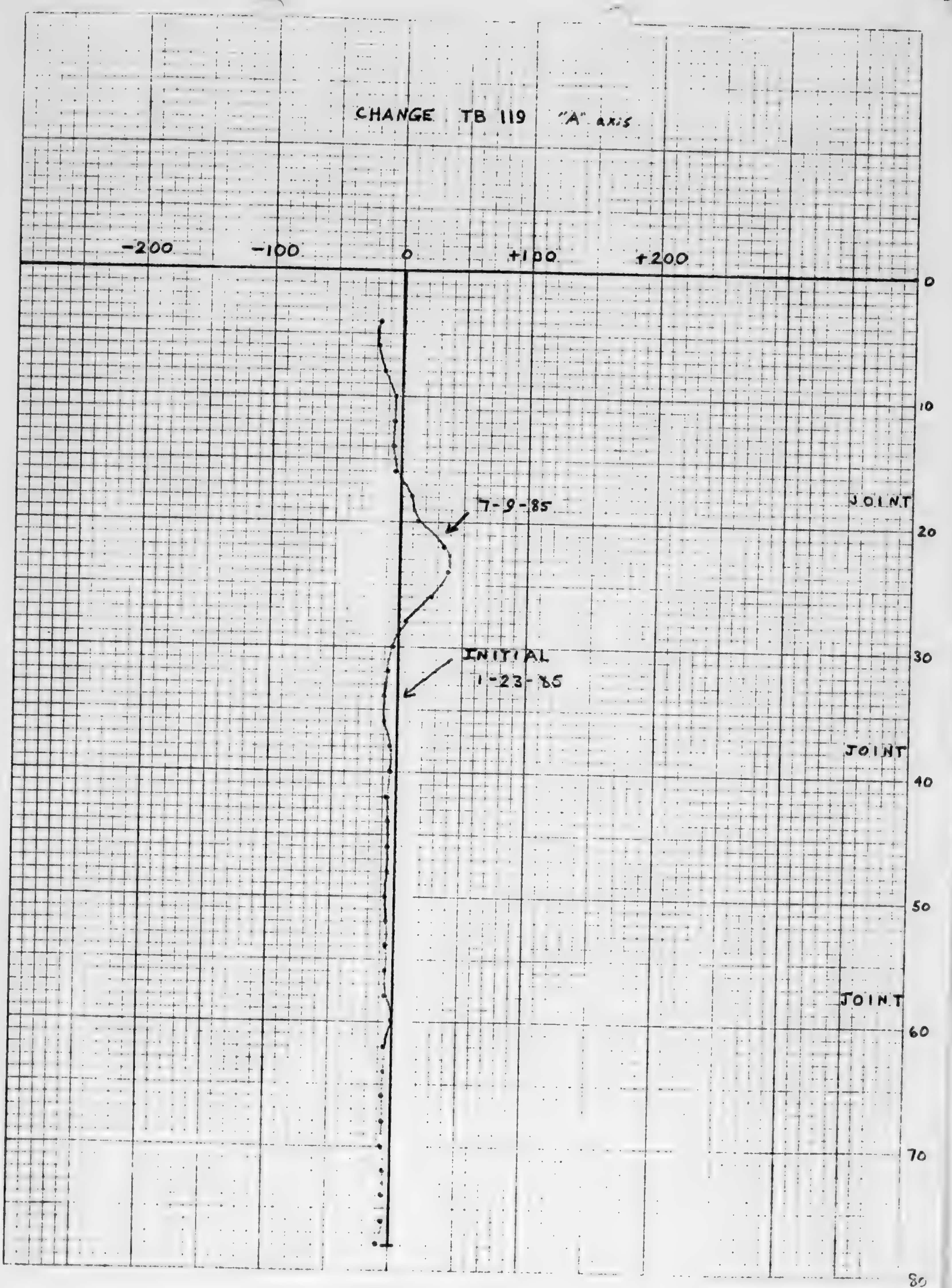

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OREGON STATE HIGHWAY DEPARTMENT
L AND GEOLOGICAL EXPLORATION L
Construction Division

RAINIER SLIDE

oject RAINIER – LITTLE JACK FALLS CR. Highway L. COLUMBIA R. Date DEC. 10, 1968

ounty COLUMBIA Resident Engineer VERN SHULL Prefix 5-1490-910

quipment Used 4" MOBILE DRILL

epth 81½ Station ____ Lt. ____ C.L. ____ Rt. ____

ole Location SOUTH SIDE OF HWY IN LOW AREA.

urpose of Work SLOPE INDICATOR.

Hole No. 59

ROCK			SOIL & ROCK						DRILL				
HARDNESS	WEATHERING	JOINTING OR FRACTURE	SOIL TYPE	L.L. / P.L. MOISTURE %	COLOR	BLOWS PER 6 INCHES	WATER LEVEL	HOLE LOG	AUGER	DRIVE	CORE	DEPTH (FT.)	SAMPLER & HAMMER O.D. ____ WT. ____ FALL ____ OTHER INFO. ____
												0	0'-28' WET, VERY SOFT, PLASTIC BROWN CLAY. FREE WATER AT 5' DEPTH.
												28'	28'-32' WET, SOFT, PLASTIC BROWN CLAY. MAT'L IS VERY COHESIVE.
												32'	32'-36' EXTREMELY WET AND SOFT GRAY CLAY ZONE.
												36	36'-40' TRANSITION ZONE FROM SOFT TO FIRM CLAY. SOME PEA GRAVELS. BROWN COLOR.
												40	40'-51' VERY TIGHT MOIST BROWN CLAY.
												51	51'-53' GRAVELS IN TIGHT BROWN CLAY.
												53	53'-81½' VERY TIGHT CLAY TO HARD SHALES AT 75' DEPTH
												81½	END OF HOLE

Form E-86v (5-71)

Sheet 1 of 2

OREGON STATE HIGHWAY D. SION
SOILS AND GEOLOGY EXPLORATION LOG

Project Rainier Slide
Hole No. TB-113 DEPTH 61.8
Highway # 30
County columbia
Bridge No.
Location 392+50, 55' rT.
Prefix 5-7999-910
Ground Elevation ~~55'~~ 53.72'
Angle vertical
Equipment Used K+S Rotary
Engineer
Purpose of Work
Started 1/4/82
Completed 1/11/82
Drillers Lavinger, whitehead
Drive Sampler O.D. 2"
I.D. 1 3/8"
Hammer Weight 140#
Fall 30"
Other Testing Equipment: Type wireline core barrel - (HQWL)
Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.			TEXTURE / SAMPLING METHOD, SIZE	BLOWS / feet	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH METERS / FEET
											"HQ" wireline casing		
							N-1 5.4 - 7.4	3,4, 4,3 / 0.5'	0.5 / 2	25		7.5' ▼	5
							N-2 8.1 - 10.1	2,2, 2,4 / 0.5	1.1 / 2	55			
							N-3 10.4 - 12.4	5,3, 4,3 / 0.5	1.3 / 2	65			10
							N-4 12.5 — 14.5	3,3, 5,8 / 0.5	1.4 / 2	70			
							N-5 14.9 — 16.9	4,5, 8,11 / 0.5	1.3 / 2	65			15
							N-6 17.5 — 19.5	3,7, 9,14 / 0.5	0.6 / 2	30			
							N-7 20 - 22	3,5, 6,11 / 0.5	0.3 / 2	15			20
				35.6	—	—	N-8 22.6 — 24.6	7,6, 13,14 / 0.5	1.2 / 2	60			
							N-9 25 - 27	6,9, 10,10 / 0.5	0.5 / 2	25			25
							N-10 27.5 — 29.5	6,8, 11,16 / 0.5	1.1 / 2	55			30

GRAPHIC LOG

REMARKS

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

0'-3'

3'-36'

mottled clayey sandy SILTS with fine and coarse river gravels present.

3'-11.5' reddish brown mottled clayey sandy SILTS w/ gravels

11.5-14' greenish, yellowish colorations

14'-24' grayish brown, with green & brown & yellow colorations.

24'-36' bluish-grayish colorations.

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 10
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid

Date 1/15/82

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project Rainie Slide

Highway #30 Bridge No. ______ Sheet 2 of 2 Hole No. TB-113

ELEVATION	HARDNESS OR STRENGTH VALUES. VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH ~~METERS~~ ~~FEET~~	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
				428	- -	- -	N-11 30.4 — 32.4	9, 13, 8, 11 / 0.5	1.2 / 2	60			30		
							N-12 32.6 — 34.6	5,9, 9,8 / 0.5	1.3 / 2	65					
				39.9	- -	- -	N-13 35-37	5,8, 15,22 / 0.5	1.9 / 2	95			35		
							C-1 37.5 — 42.5'		3.7 / 5	75			40		36'-47' mottled gray-brown clays. residual soil.
							C-2 42.5 — 47.5		5 / 5	100			45		
							C-3 47.5 — 52		4.5 / 4.5	100			50		47'-54' deep blue sandstone materials. highly fractured & broken into pieces around 3" in size below 50'.
							C-4 52 — 57		5 / 5	100			55		54'-62' gray brown claystone. fractured & broken to 3".
							C-5 57 — 62		5 / 5	100			60 62		62' Bottom of Hole aluminum inclinometer tube installed. Joints from ground level down are at 1.5', 11.5', 21.5', 31.5', 41.5', 51.5', 61.5'.

slip planes present at 36.4', 37, 38.3.

"N"—Standard Split-Barrel Sampler Tests—No. 3
"M"—Oregon Miniature Pile Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 5

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 1/15/82

Form E-869 (5-71)

Sheet 1 of 2

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Rainier Slide Hole No. TB-116 DEPTH 35.9'
Highway #30 County Columbia Bridge No.
Location 392+62, 222' rt. Prefix 5-1999-910
Ground Elevation 26.8' Angle vertical Equipment Used K+S Rotary
Engineer clarence eshelman Purpose of Work slide investigation
Started 1/18/82 Completed 1/21/82 Drillers T. Loisinger, P. Lee
Drive Sampler O.D. 2" I.D. 1 3/8 Hammer Weight 140# Fall 30"
Other Testing Equipment: Type "HQ" wireline core barrel Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / feet	RECOVERY FT. / SAMPLED FT.	% RECOVERY
						N-1 2.5 — 4.5	4,4, 4,5 / 0.5	0.6 / 2	30
						N-2 4.5 — 6.5	4,4, 5,6 / 0.5	1.1 / 2	55
						N-3 7.5 — 9.5	2,2, 5,5 / 0.5	0.8 / 2	40
						N-4 10' — 12	2,3, 3,4 / 0.5	0.7 / 2	35
						N-5 15 - 16.5	3,6, 22 / 0.5	.98 / 1.5	54
						N-6 17.5 — 19.5	13,5, 5,8 / 0.5	1.2 / 2	60
						N-7 20 — 22	7,5, 8,11 / 0.5	1.3 / 2	65
						N-8 22.5 — 24.5	5,7, 10,12 / 0.5	0.7 / 2	35
						N-9 25 — 27	5,8, 8,11 / 0.5	0.5 / 2	25
						N-10 27.5 — 29	5,8,14 / 0.5	1.2 / 1.5	80

CASING SIZE AND DEPTH: "HQ" wireline casing
WATER LEVEL: 2.5 ▼
METERS / FEET DEPTH: 5, 10, 15, 20, 25, 30
GRAPHIC LOG

REMARKS

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

0'-9'
brown, weathered, mottled, residual soil type clayey silts with rock fragments to 1"

9'-30.5'
blue gray, mottled, sandy, clayey-silt - silty clay with fine & coarse river gravels present.

21.5 to 22' organic silty clay

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 10
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 1/25/82

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project Rainier Slide

Highway #30 Bridge No. ______ Sheet 2 of 2 Hole No. TB-116

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH ~~METERS~~ ~~FEET~~	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
							N-11	22,43 / 0.5	1 / 1	100			30		30.5–35.9'
							C-1 31-32.5		1.5 / 1.5	100					blue-gray sandy clays.
							C-2 32.5 — 35.9		3.4 / 3.4	100			35		

35.9' Bottom of Hole

(N-11) 30'-31')

aluminum inclinometer tube installed. joints at: 6', 16', 26', 36' from top of tube.

"N"—Standard Split-Barrel Sampler Tests—No. 1

"M"—Oregon Miniature Pile Tests—No. 0

"U"—Undisturbed Samples—No. 0

"C"—Core Sample 2

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 1/25/82

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY D. . ISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Rainier hwy, 30 road correction Hole No. TB-117 DEPTH
Highway U.S. 30 County columbia Bridge No.
Location 392+ 55, 55' rT. approx. Prefix 5-1999- 910
Ground Elevation ~~approx~~ 54' Angle vertical Equipment Used K+S rotary
Engineer Purpose of Work slide investigation
Started 9/2/82 Completed 9/8/82 Drillers T. Lavinger, R. Hartman
Drive Sampler O.D. I.D. Hammer Weight Fall
Other Testing Equipment: Type "HQ" wireline core barrel Size

ELEVATION

HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / feet	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
					C-1 0'—12'		1.5 / 12	13	"HQ" wireline casing	8.2'	10		0'-37' mottled clayey sandy silts with fine and coarse river gravels and rock fragments
					C-2 12—17		1.1 / 5	22					
					C-3 17—23		1.3 / 6	22			20		
					C-4 23-27		0.4 / 4	10					
					C-5 27—32		1.6 / 5	32			30		
					C-6 32—36		2.4 / 4	60					
					C-7 36—42		5 / 6	83			40		37'-46' mottled gray brown clays — one 1' boulder
					C-8 42—47		5 / 5	100					
					C-9 47—52		5 / 5	100			50		46'-55' greenish highly fractured sandstone materials
					C-10 52—57		5 / 5	100					
					C-11 57-63		6' / 6'	100			60		55-63 blue-gray-brown clay-stone. fractured & broken to 3"

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 11

63' —— BOTTOM OF HOLE
slope inclinometer tube installed — joints at 15' & 39' from ground surface

Henry Schmid Date 9-8-82

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project Rainier highway slide correction		**Hole No.** TB-118	
Highway U.S. 30 2W	**County**	**Prefix**	
Purpose of Work Slide investigation		**Bridge No.**	
Equipment Longyear Rotary (69-893)		**Tube Elev.**	
Geologist H. Schmid	**Driller** D. Hatcher	**Recorder**	
Hole Location Line, Sta. 392+25	[✓ Lt.] ~~144.8~~' C.L. Rt.	**Ground Elev.** 68.42'	

Tests		124.8 **Drilling Method**		**Groundwater Level**	
"N" — Standard Penetration,	No. 5	**Auger Depth**		**Date**	**Depth**
"M" — Oregon Miniature Pile,	No. 0	HQ **Casing Depth**	75'	5-31-83	4.5'
"C" — Core, Barrel Type	No. 0	**Open Depth**			
"U" — Undisturbed Sample, Size	No. 0	**Total Depth**	75'		

Date Started	**Date Completed**	**Sample Data Sheet No.**
5	5-31-83	

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
								0'-20' red & reddish brown clay
	C-1	(0'-6'	2.7	45				
6								
	N-1	7-13-19-28	2	100			36	
8								
	c-2	(8'-12.5')	4.5	100				
12.5								
	N-2	6-11-17-25	2	100			36	
14.5								
	c-3	(14.5-17.5)	3	100				
17.5								
	N-3	6-11-14	1.5	100			46	
19								20'-28' green & blue green clayey sandstone (coarse)
	c-4	(19-22.5)	3	86				
22.5								
	N-4	9-14-19	0.9	60			44	
24								
	c-5	(24-27.5)	3.5	100				
27.5								
	N-5	9-15-19	1.5	100			36	28'-38' reddish gray clay stone
29								
	c-6	(29-32)	3	100				
32								
	c-7		5	100				
37								

734-3976 (REV. 12-82)

Hole No. TB-118 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
	C-8		5	100				38'- 55' brown and reddish brown with some bluish clay stone
42								
	C-9		5	100				
47								
	C-10		5	100				
52								
	C-11		2	40				55'- 75' black & gray clayey sandstone
57								
	C-12		3.3	66				
62								
	C-13		3.9	78				
67								
	C-14		2.4	48				
72								
	C-15		1.0	34				
75								75' Bottom of Hole
								steel inclinometer tube installed. joints are from bottom up 20', 40', 60'.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project Rainier Slide
Hole No. TB-119
Highway Lower Columbia River Hwy No. 2W
County Columbia
Prefix 5-1005-900
Purpose of Work Slide Investigation
Bridge No.
Equipment Long year
Tube Elev.
Geologist C. J. Eshelman
Driller Hatcher
Recorder Jennison
Hole Location East ~~Line, Sta~~ "C" Street ~~[illegible]~~ 9+59 ~~[illegible]~~ Rt. 12'
Ground Elev. 152.6

Tests
"N" — Standard Penetration, No. 2
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type No. 16
"U" — Undisturbed Sample, Size No.

Drilling Method
HQ
Auger Depth
Casing Depth 78'
Open Depth
Total Depth 78'

Groundwater Level

Date	Depth
9-29-83	14.6'

Date Started 9-14-83
Date Completed 9-20-83
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
								0→7'
	C-1							Light-Brown Clayey-Silt with 1" gravels
5								
	N-1	5, 8, 6	1.2	80%			41.1	7→22' Reddish-Brown Clay
10	C-2							Slightly mottled with some Sand + Gravel (3/4"→0)
	C-3							
15								Very soft zones @ 12' and 22'
	N-2	2, 2, 3	0.8	53%			46.4	
20	C-4							
	C-5							22→29' Black-Brown
25								Siltstone with zones of weathered "p" gravel
	C-6							
30								29→30.5' Green-Gray fine grained Sandstone
								30.5→40'
	C-7							Gray-Brown Siltstone
35								

Hole No. TB-119 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
	C-8							
40								40 → 49.5' dark Gray-Brown Cemented Gravels with zones of Mudstone
	C-9							
45								
	C-10							
50								49.5 → 67' dark Reddish-Brown Claystone with zones of weathered "pea" gravels
	C-11							
55								
	C-12							
60								
	C-13							
65								
	C-14							67 → 72.5' Gray-Brown Claystone with zones of weathered "pea" gravel. Possible slip plane @ 71'
70								
	C-15							
	C-16							72.5 → 76' dark Gray-Brown Cemented Gravels
75								
								76 → 78' Lost core.
								Bottom of Hole
80								80' of Steel inclinometer tubing placed in the hole and backfilled with sanding rock. Joints 20' apart

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project Rainier Slide		
Highway Lower Columbia River Hwy No. 2W	**County** Columbia	**Hole No.** TB-120
Purpose of Work Slide investigation		**Prefix** 5-1005-900
Equipment Longyear		**Bridge No.**
Geologist C.J. Eshelman	**Driller** Hatcher	**Tube Elev.**
Hole Location ~~Line, Sta.~~ Front Middle School	C.L. Rt.	**Recorder** Jennison
		Ground Elev. 221.8'

Tests

"N" — Standard Penetration, No. 1

"M" — Oregon Miniature Pile, No.

"C" — Core, Barrel Type No. 8

"U" — Undisturbed Sample, Size No.

Drilling Method

"HQ"

Auger Depth

Casing Depth 48

Open Depth

Total Depth 48

Groundwater Level

Date	Depth
9-29-83	2.1'

Date Started 9-21-83

Date Completed 9-27-83

Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								0 → 12' Fill material (Crushed Rock, 1" → 0) Gravels, 2" → 0 and Fine light-brown Sand
	C-1							
5								
10								
	N-1	7, 11, 15, 23	2.0	100			42.5	12 → 22' Green - Brown Claystone
15	C-2							
								Slip plane @ 17'
20	C-3							
								22 → 48' Blue - Green Claystone with zones of weathered "pea" gravel changing to mottled brown Claystone
25	C-4							
								Slip planes between 22.5 and 33'. Clay zone @ 28.5'
30	C-5							Slip plane @ 40'
35	C-6							

734-3976 (REV. 12-82)

Hole No. TB-120 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
40	C-7							
45	C-8							
48								Bottom of hole
								50' steel inclinometer tube installed. Joints @ 20 and 40 feet from top of tube.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project RAINIER SLIDE			Hole No. TB-121
Highway HWY NO. 2W		County COLUMBIA	Prefix
Purpose of Work LANDSLIDE INVESTIGATION			Bridge No.
Equipment LONGYEAR 44			Tube Elev.
Geologist C. J. ESHELMAN		Driller HATCH, RANDY	Recorder
Hole Location L Line, Sta. 390+91.5	Lt.	C.L. (Rt) 100.0	Ground Elev. 56.0

Tests		Drilling Method		Groundwater Level	
(N) — Standard Penetration,	No. 7	Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	Casing Depth		12/14/83	15.0
(C) — Core, Barrel Type	No. 14	Open Depth			
"U" — Undisturbed Sample, Size	No.	Total Depth			

Date Started 12/7/83	Date Completed 12/14/83	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
								0'-2.5' 18"-0 ROCK
2'								
4'	C-1							2.5'-35' SILTY CLAY Lt GREY - MOTTLED BROWN, COMPACT.
6'								
8'	N-1	11, 11, 12, 17	1.66'	83			67	
10'	C-2		4.3	86				
12'								12.5'-14.5' Lt GREY - Lt BROWN
14'	N-2	10, 10, 17, 25	1.5'	75			52	SANDY SILTY CLAY
16'	C-3		4.4	88				
18'	N-3	11, 17, 21, 25	1.83	92			51	SLICKENSIDES 17', 19.5', 35.5'
20'	C-4		4.0	80				
22'								
24'	N-4	16, 22, 23, 32	2.0'	100			59	
26'	C-5		2.0	40				
28'	N-5	20, 30, 50/0.5'	1.92	128			59	
30'								
32'	C-6		3.8	76				
34'	N-6	22, 31, 50/0.4'	1.83	131			46	
36	C-7		4.5	90				35'-52' MUDSTONE GREY TO DARK GREY MUDSTONE
38'								35'-42' Lt BLUE GREY/W BROWN FRACTURES

734-3976 (REV. 12-82)

Hole No. TB-121 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed-Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
	N-7	40, 50/0.25'	1.33	178			33	
	C-8		3.9	78				
								42'-47' LAYERS OF SANDY MUDSTONE
	C-9		5.0	100				
								48'-49' SOFT BLACK SILTY CLAY W/ MUDSTONE PIECES
	C-10		5.0	100				
								52'-69' SANDSTONE
	C-11		5.0	100				DARK GREY, FINE TO MEDIUM GRAINED SILTY SANDSTONE. CALCITE FRACTURE FILLING
	C-12		5.0	100				
	C-13		5.0	100				
	C-14		1.5	100				
								BOTTOM OF DRILL HOLE 69'
								STEEL 1 7/8" SQUARE INCLINOMETER TUBE INSTALLED.
								JOINTS 9.4' TOP
								20.0'
								20.0'
								20.0' BOTTOM.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project	RAINIER SLIDE	Hole No.	TB-122
Highway	HWY NO. 2W County COLUMBIA	Prefix	
Purpose of Work	LANDSLIDE INVESTIGATION	Bridge No.	
Equipment	LONGYEAR 44	Tube Elev.	
Geologist	C.J. ESHELMAN Driller HATCH, RANDY TURNER.	Recorder	
Hole Location	L Line, Sta. 392+52 Lt. ~~C.L.~~ 83' Rt	Ground Elev.	48.3

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 8	Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	Casing Depth		12/21/83	27'
"C" — Core, Barrel Type	No. 12	Open Depth			
"U" — Undisturbed Sample, Size	No.	Total Depth			

Date Started	Date Completed	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
								0 – 12.5' EXCAVATED AND FILLED BY CONTRACTOR
2								
4	C-1		0.8	10				
6								
8	N-1	3, 4, 6, 7	0	0			–	
10	C-2		0	0				
12								
14	N-2	3, 3, 3, 5	0.33	17			10	12.5' – 41' SILTY CLAY
16								BLUE GREEN, GREY, BROWN SILTY CLAY WITH SMALL TO MEDIUM GRAVELS
	C-3		0	0				32'-41' WEATHERED SAND : GRAVEL AND
18	N-3	6, 4, 4, 8	0.33	17			–	BURNT WOOD FRAGMENTS IN A SILTY CLAY MATRIX, COMPACT TO VERY COMPACT.
20	C-4		0.7	14				
22								
24	N-4	7, 12, 15, 6	.42	21			48	
26	C-5		1.5	30				
28								
	N-5	7, 7, 9, 15	.66	33			32	
30	C-6		0	0				
32								
34	N-6	8, 10, 16, 19	1.8	90			33	
36								
	C-7		3.5	70				
38								

734-3976 (REV. 12-82)

Hole No. TB - 122 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	**Material Description** Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
	N-7	12, 18, 21, 35	2.0	100			33	
	C-8		3.6	72				
								41'-51' MUDSTONE
								BLUE GREY MUDSTONE, SOFT TO HARD
	N-8	18, 28, 32, 43	2.0	100			—	49'-51' COARSE WEATHERED SAND IN
								MUDSTONE MATRIX.
	C-9		3.5	70				
	C-10		3.2	64				
								51'-59' SANDSTONE
								DARK GREY FINE TO MEDIUM GRAINED
								SANDSTONE W/ SMALL GRAVEL.
	C-11		4.4	88				
	C-12		1.5	100				
								59' BOTTOM OF HOLE
								STEEL $1\frac{7}{8}$" SQUARE INCLINOMETER
								TUBE INSTALLED
								JOINTS 20' TOP
								20'
								20'

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project	RAINIER SLIDE	Hole No.	TB-125
Highway	Lower Columbia River Hwy. No. 2W County Columbia	Prefix	5-1005-900
Purpose of Work	Slide investigation	Bridge No.	
Equipment	Longyear 69-893	Tube Elev.	
Geologist	C. J. Eshelman Driller Hatcher	Recorder	Jennison
Hole Location	"C" Line, Sta. 12+5 Lt. 14' ~~C.L.~~ ~~Rt.~~	Ground Elev.	159.7

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 2	Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	H.Q. Casing Depth	58.5	5-21-84	7'
"C" — Core, Barrel Type H.Q.	No.	Open Depth			
"U" — Undisturbed Sample, Size	No.	Total Depth	58.5		

Date Started 5-9-84   Date Completed 5-11-84   Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								0 - 17.5'
	C-1	(0-7.5')	0.9	12				Brown silty-clay mixed with (3" -0) gravels
5								
	N-1	2-3-4 (7.5-9')	0.8	53				
10								
	C-2	(7.5-12.5)	0.8	16				
15	C-3	(12.5-17.5')	0.5	10				
	N-2	4-6-9 (17.5-19')	1.5	100				17.5 - 22.5' Red-brown silty-clay with occasional highly weathered gravel Slip plane @ 20'
20								
	C-4	(17.5-22.5')	4.5	90				22.5 - 32.5' Gray-brown silty-clay with zones of highly weathered coarse sand, and pieces of wood
25	C-5	(22.5-27.5)	4.6	92				Slip planes @ 27, 27.5 and 28.5' very soft zone @ 30'
30	C-6	(27.5-32.5')	5	100				
								32.5 - 58.6 Mottled gray-green and reddish-brown silty-clay with highly weathered gravels, and pieces of unweathered basalt cobbles. Slip planes @ 39, 45, 47 and 55'.
35	C-7	(32.5-37.5')	2	40				

734-3976 (REV. 12-82)

Hole No. TB-125 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
40	C-8	(37.5-42.5')	5	100				
								Thin zone of hard reddish-brown clay @ 43'
45	C-9	(42.5-47.5')	4.5	90				
50	C-10	(47.5-52.5')	4.5	90				
55	C-11	(52.5-57.5')	5	100				
	C-12	(57.5-58.6')	1.1	100				
								58.6' BOTTOM OF HOLE
60								
								Installed 60' steel inclinometer tubing
								Joints at 10, 30, 50

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project RAINIER SLIDE			Hole No. TB-126
Highway Lower Columbia River Hwy. No. 2W		County Columbia	Prefix 5-1005-900
Purpose of Work Slide investigation			Bridge No.
Equipment Longyear (69-893)			Tube Elev. 87.8
Geologist C. J. Eshelman		Driller Hatcher, Hartman	Recorder Jennison
Hole Location "L" - Line, Sta. 394+21	Lt. 82.5' ~~CL.~~ ~~Rt.~~		Ground Elev.

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 5	Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	HQ Casing Depth	75	8-21-84	38.3'
"C" — Core, Barrel Type HQ	No. 16	Open Depth			
"U" — Undisturbed Sample, Size 2.5"	No. 3	Total Depth	75		

Date Started 8-14-84	Date Completed 8-17-84	Sample Data Sheet No. A-31826

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed-Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
0								0 - 2'
2								Gray basalt (buttress rock)
	C-1	(0 - 5.5')	4.2	76				2 - 60'
								Mottled red-brown to gray-brown stiff-hard clay with occasional weathered gravel.
5.5	U-1	(5.5 - 7.5')						
7.5	C-2	(5.5 - 10.5')	0.6	12				Zone of 2" gravel @ 6'
								Torvane reading of 0.7 TSF @ 7.5'
10.5	U-2	(10.5 - 12.5')						
12.5								Torvane reading of 0.65 TSF @ 12.5'
	C-3	(10.5 - 15.5')	2.7	54				
								Slickenslide @ 14.5'
15.5								Torvane reading of 0.6 TSF @ 15'
	U-3	(15.5 - 17.5')						Slickenslide @ 16'
17.5	C-4	(15.5 - 20.5')	3.5	70				Torvane reading over 1 TSF @ 17.5'
20.5	C-5	(20.5 - 22)	1.2	80				
22	N-1	8-13-17/0.5'	1.5	100			37	
23.5	C-6	(22 - 27')	4.5	90				
27	N-2	8-10-15/0.5'	1.5	100			38	Zone of weathered gravel @ 28'
28.5	C-7	(27 - 32')	4	80				
32	N-3	9-14-17/0.5'	1.5	100			37	
33.5	C-8	(32 - 37')	3	60				
37								

Hole No. TB-126 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
37	N-4	9-15-23/0.5	1.5	100			38	
38.5	C-9	(37 - 42')	3.9	78				
42	N-5	11-18-26/0.5'	1.5	100			35	
43.5	C-10	(42 - 47')	4	80				
47	C-11	(47 - 52')	4.1	82				Zone of weathered gravel @ 49'
52	C-12	(52 - 57')	5	100				
57	C-13	(57 - 62')	5	100				Zone of weathered gravel @ 59' 60 - 62' - Gray gravel (1 - 3") with brown clay. Some organic material.
62	C-14	(62 - 67')	4.8	96				62 - 68' Red-brown hard sandy-clay with occasional weathered gravel
67	C-15	(67 - 72')	5	100				68 - 75' Gray gravel (1 - 4") partly weathered with brown clay
72	C-16	(72 - 75')	3	100				
75								END OF HOLE Installed 76.5' of aluminum inclinometer tubing. First joint is at 6.5' from bottom, then 10' sections after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project RAINIER SLIDE			Hole No. TB-127
Highway Lower Columbia River Hwy. No. 2W	County Columbia		Prefix 5-1005-900
Purpose of Work Slide investigation			Bridge No.
Equipment Longyear (69-893)			Tube Elev. 82.8
Geologist C. J. Eshelman	Driller Hatcher, Hartman		Recorder Jennison
Hole Location "L" Line, Sta. 390+57 Lt. 106' XX. XX.			Ground Elev.

Tests

"N" — Standard Penetration, No. 1
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type "HQ" No. 14
"U" — Undisturbed Sample, Size 2.5" No. 5

Drilling Method "HQ"

Auger Depth
Casing Depth 70
Open Depth
Total Depth 70

Groundwater Level

Date	Depth
8-24-84	7.7'

Date Started 8-20-84
Date Completed 8-23-84
Sample Data Sheet No. A-31827, A-31828

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0	C-1	(0 - 7')	1.6	23				0 - 34' Mottled gray-brown soft-medium clay with occasional gravel (1½-2")
7	U-1	(7 - 9')	1.7	85				
9								Torvane reading @ 9' = 0.5TSF
	C-2	(7 - 12')	1.3	26				
12	U-2	(12 - 14')	1.4	70				
14								Torvane reading @ 14' = 0.55 TSF
	C-3	(12 - 17')	1.6	32				
17	U-3	(17 - 19')	1.5	75				Slickenslides @ 17.5', 23'
19	C-4	(17 - 22')	1.2	24				Too many gravels to use Torvane @ 19'
22	U-4	(22 - 24')	1.5	75				
24								
	C-5	(22 - 27')	1.3	26				
27	U-5	(27 - 29')	1.8	90				
29								
	C-6	(27 - 32')	0.9	18				
32	N-1	6-10-12/0.5'	1.5	100			39	
33.5								
	C-7	(32 - 37')	4.0	80				34' - 38' Brown medium-stiff clay with occasional weathered gravel (3/4 - 1") thin organic zone at 34'
37								

734-3976 (REV. 12-82)

Hole No. TR-127 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
37								
	C-8	(37 - 42')	5.0	100				38 - 41.5' Mottled gray-brown stiff-hard clay slickenslides @ 38.5, 39.5 & 40.5
42	C-9	(42 - 47')	4.0	80				41.5 - 56.5' Mottled gray-green firm weathered ash
47	C-10	(47 - 52')	4.2	84				Slickenslides @ 42, 43, 44, 50.5, 51, 52, 53 and 56'
52	C-11	(52 - 57')	4.3	86				
57	C-12	(57 - 62')	3.6	72				56.5 - 67' Mottled gray-brown firm ash with occasional weathered gravel (1½-2")
62	C-13	(62 - 67')	4.6	92				Slickenslide @ 57.5'
67	C-14	(67 - 70')	3.0	100				67 - 70' Gray-green soft claystone Slickenslide at 67'
70								END OF HOLE Installed 71.5' of aluminum inclinometer tubing. Joints 1.5' from bottom and 10' apart after that.

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project RAINIER SLIDE
Hole No. TB-128
Highway Lower Columbia River Hwy. No. 2W
County Columbia
Prefix 5-1005-900
Purpose of Work Slide investigation
Bridge No.
Equipment Longyear (69-893)
Tube Elev. 128.4
Geologist C. J. Eshelman
Driller Hatcher, Hartman
Recorder Jennison
Hole Location "C" Line, Sta. 5 + 16 Lt. 65' ~~CL~~. ~~Rt~~.
Ground Elev.

Tests

"N" — Standard Penetration, No.
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type HQ No. 16
"U" — Undisturbed Sample, Size 2.5" No. 2

Drilling Method

Auger Depth
HQ Casing Depth 75
Open Depth
Total Depth 75

Groundwater Level

Date	Depth
8-31-84	13.4

Date Started 8-23-84
Date Completed 8-28-84
Sample Data Sheet No. A-31830

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
	C-1	(0-7.3')	5	68				0 - 8' Mottled gray-brown soft-stiff clay
7.3								
	U-1	(7.3 - 9.3')	2	100				
9.3								8 - 16'
	C-2	(7.3 - 12.3')	2.6	52				Brown-gray hard clay Trovane reading 0.26TSF @ 9.3'
12.3								
	U-2	(12.3 - 14.3')	1.8	90				Slickenslides @ 11'
14.3								
	C-3	(12.3 - 17.3')	3.6	72				
17.3								16 - 20' Light green-gray firm-hard ash
	C-4	(17.3 - 22.3')	4.9	98				
								20 - 41'
22.3								Dark brown hard clay with weathered
	C-5	(22.3 - 27.3')	3.7	74				coarse sand. Zone of weathered coarse sand @ 22'
27.3								
	C-6	(27.3 - 31.3')	4	100				Zone of weathered gravel @ 38'
31.3								
	C-7	(31.3 - 36.3')	5	100				
36.3								
	C-8	(36.3 - 41.3')	3.3	66				

734-3976 (REV. 12-82)

Hole No. TB-128 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
41.3								
	C-9	(41.3 - 45.3')	4	100				41 - 52' Dark-brown stiff-hard clay with organic zones.
45.3	C-10	(45.3 - 51.3')	5.3	88				Zones of weathered gravel @ 46', 49'
51.3	C-11	(51.3 - 57')	4.9	86				52 - 58' Mottled gray-brown hard clay and weathered gravels.
57	C-12	(57 - 62')	2.9	58				Zone of weathered 2" gravels @ 58' 58 - 62' Mottled brown-gray weathered stiff-hard ash Slickenslide @ 60'
62	C-13	(62 - 64')	2	100				62 - 75' Dark-brown to brown stiff-hard clay with zones of organic material
64	C-14	(64 - 67')	1.6	53				
67	C-15	(67 - 71')	4	100				Zone of weathered coarse sand @ 68.5'
71	C-16	(71 - 75')	4	100				
75								END OF HOLE Installed 76.5' of aluminum inclinometer tubing. 6.5' piece on the bottom, then 10' sections after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project RAINIER SLIDE		Hole No. TB-129
Highway Highway (2W)	County Columbia	Prefix 5-1005-900
Purpose of Work Slide investigation - Slope tube installation		Bridge No.
Equipment Mobile Drill B-53 (83-894)		Tube Elev.
Geologist C. J. Eshelman	Driller R. Hartman	Recorder D. Marsh
Hole Location Line, Sta. 672 + 00 Lt.	C.L. Rt. 222 ft.	Ground Elev. 120.6'

Tests "C" 4+10 140' Lt.

"N" — Standard Penetration, No. 0
"M" — Oregon Miniature Pile, No. 0
"C" — Core, Barrel Type HQ No. 12
"U" — Undisturbed Sample, Size No. 0

Drilling Method HQ-3

Auger Depth
Casing Depth 58.5'
Open Depth
Total Depth 58.5'

Groundwater Level

Date	Depth
1-4-85	25.0'

Date Started 12-31-84
Date Completed 1-4-84
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
	C-1		.85'	17%				C-1 - Soft light brown to gray clayey SILT with basalt fragments plastic, moist occassional roots.
6.0								
	C-2		4.2'	84%				C-2 - Soft to med. stiff red brown to gray CLAY, plastic moist. 10.0' - Very stiff blue gray silty CLAY (claystone Ro), very close horizontal and vertical joints, slickensides on 45° joints depth 9.8', plastic moist.
11.0								
	C-3		5.0'	100%				C-3 - Stiff to very stiff blue gray to dark gray silty CLAY (Claystone Ro) plastic, moist, layers of white ash depth 14.8' - 16.0' moist.
16.0								
	C-4		5.0'	100%				C-4 - Very stiff dark gray to light gray silty CLAY (claystone Ro) very close horizontal jointing depth 17.0', plastic, moist. Scattered organic material.
21.0								
	C-5		5.0'	100%				C-5 - Very stiff brown CLAY (claystone Ro) with trace ash, trace of sand, moist layers of dark gray sandstone depth 23.2' - 23.7' - 25.6', moist
26.0								

734-3976 (REV. 12-82)

Hole No. TB-1[illegible] Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Wet-Dry Consistency Jointed-Broken Plasticity Angular-Rounded Organic Content Drill Remarks etc.
31.0	C-6		5.0'	100%				C-6 - Very stiff dark brown to light brown silty CLAY (claystone Ro) trace of sand, plastic, moist.
36.0	C-7		5.0'	100%				C-7 - Very stiff brown silty CLAY (claystone Ro) plastic, moist, layer of dark gray sandstone depths 34.0' - 35.0' and 35.5' - 35.9', moist.
41.0	C-8		5.0	100%				C-8 - Very stiff dark brown silty CLAY (claystone Ro) with trace ash, plastic, moist, trace fine grained subrounded gravels depth 36.9' - 37.8', moist, layers of dark gray sandstone depths 36.5' - 36.9' and 40.2' - 40.7', moist layer of carbonize wood depth 38.2' - 38.3', moist.
46.0	C-9		5.0	100%				C-9 - Very stiff brown silty CLAY (claystone Ro) with trace of sand, plastic, moist, occassional wood particles, layers of dark gray conglomerate depths 42.8' - 43.3' and 44.7' - 45.2', moist.
51.0	C-10		4.7	94%				C-10 - Very stiff dark gray to brown silty CLAY (claystone Ro), highly plastic, moist, scattered wood particles.
56.0	C-11		5.0	100%				C-11 - Stiff to very stiff brown silty CLAY (claystone Ro) with trace ash, highly plastic, moist.
58.5	C-12		2.1	42%				C-12 - Very stiff brown to gray silty CLAY (claystone Ro) with trace ash, highly plastic, moist.
								58.5 - BOTTOM OF HOLE
								Steel slope inclinometer tube installed joints at 18.0' - 38.0' from ground level down.
								Slope tube above ground 1.9'.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project RAINIER SLIDE		
Highway Lower Columbia River No. 2 W	County Columbia	Hole No. TB-130
Purpose of Work Slide Investigation		Prefix C0371405
Equipment 69-893 (Longyear) 69-1397, 74-526		Bridge No.
Geologist C. J. Eshelman	Driller Hatcher, Marsh	Tube Elev. 73.3
Hole Location "L" Line, Sta. 391 + 20 Lt. XXK. XRK		Recorder Jennison
		Ground Elev. 72.2

Tests	No.	Drilling Method		Groundwater Level Date	Depth
"N" — Standard Penetration,	No. 1		Auger Depth		
"M" — Oregon Miniature Pile,	No.	HQ	Casing Depth 74.5		
"C" — Core, Barrel Type HQ	No. 15		Open Depth		
"U" — Undisturbed Sample, Size	No.		Total Depth 74.5		

Date Started 6-24-85	Date Completed 7-1-85	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
								0 - 1' Crushed Shoulder Rock (1-3/4" - 1/2")
	C-1		0.5	7				1 - 7'
								Crushed Rock (2¼" - 0) with silty matrix
7								
	N-1	5-6-6	0.5	30				
								7 - 35' -
	C-2		0.3	6				Red-Brown Clay with completely weathered sands and rounded gravels
12								
	C-3		3	60				pocket penetrometer 2.25T/sq.ft. @ 13'
								2.0 T/Sq.ft. @ 13.5'
								1.5 T/sq.ft. @ 14.5'
17								
								Slip plane @ 16', 30° angle
	C-4		5	100				pocket penetrometer 1.5 T/sq/ft. @ 18'
								1.5T sq.ft. @ 21'
22								2.0 T sq.ft. @ 24'
								2.25 T sq.ft. @ 26'
	C-5		5	100				
27								
	C-6		5	100				pocket penetrometer 1.5 - 2.0 T sq. ft. (27 - 32 feet)
32								
	C-7		4.5	90				pocket penetrometer 1.5 - 2.5 T sq.ft. (32 - 37 feet)
37								

Hole No. T 130 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Wet-Dry Consistency Jointed-Broken Plasticity Angular-Rounded Organic Content Drill Remarks etc.
	C-8		2	40				35 - 52' - Rounded gravels (2" - ½") (non-weathered) with light brown clay matrix
42								
	C-9		2	40				(Zone of clean angular gravel 45-47 feet)
47								
	C-10		1.3	26				
52								
	C-11		5	100				52 - 69.5' - Iron stainhd light gray weathered Claystone
57								
	C-12		4	80				Slip plane @ 55.5', 40° angle " @ 58', 30° angle " @ 61.5', 40° angle ' @ 66', 30° angle
62								
	C-13		5	100				
67								
	C-14		4	80				
72								69.5 - 74.5 - Light brown-gray to dark gray claystone*
	C-15		2.5	100				(zone of clean fine brown sand 72-73')
74.5								
								BOTTOM OF HOLE
								75.5 feet of steel inclinometer tube installed.
								Tube joints @ 55.5, 35.5 and 15.5 feet
								* Slip plane @ 70', 70° angle " @ 73', 30° angle " @ 74', 80° angle

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project RAINIER SLIDE
Highway Lower Columbia River No. 2W
County Columbia
Purpose of Work Slide Investigation
Equipment 69-893 (Longyear), 69-1397, 74-526
Geologist C. J. Eshelman
Driller Hatcher, Marsh
Hole Location "L" Line, Sta. 390 + 66 XX. XXX. Rt. 23.5'

Hole No. TB-131
Prefix C0371405
Bridge No.
Tube Elev.
Recorder Jennison
Ground Elev. 72.6

Tests
"N" — Standard Penetration, No.
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type HQ No. 14
"U" — Undisturbed Sample, Size No.

Drilling Method
Auger Depth
HQ Casing Depth 70
Open Depth
Total Depth 70

Groundwater Level

Date	Depth

Date Started 7-1-85
Date Completed 7-8-85
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
7	C-1		1	14				0 - 22' - Rounded gravels (5" - ½") with brown silty matrix
12	C-2		0.3	6				
17	C-3		1.9	38				Pocket penetrometer 1.0 tons/sq.ft.
22	C-4		1.5	30				
27	C-5		5	100				22 - 27' - Red-Brown Clay with fragments completely weathered rock. Slip plane @ 23', 50° angle Slip plane @ " @ 25', 35° angle 25.5', 30° ang
32	C-6		5	100				27 - 37' - Mottled light tan completely weathered sand and gravel with a clay matrix
37	C-7		5	100				Several possible slip planes. Slip plane @ 29.5', 50° angle

734-3976 (REV. 12-82)

Hole No. TP-31 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Wet-Dry Consistency Jointed-Broken Plasticity Angular-Rounded Organic Content Drill Remarks etc.
	C-8		5	100				37 - 49' -
42								Iron stained light gray weather claystone
	C-9		5	100				Several possible slip planes
47								Slip plane @ 42', 20° angle. " @ 48', 70° angle.
	C-10		4.4	88				
								49 - 70' -
52								Light Brown-Gray to dark Gray Claystone.
	C-11		4.9	98				Several possible slip planes.
57								
	C-12		5	100				
62								
	C-13		5	100				
67								
	C-14		3	100				
70								
								BOTTOM OF HOLE
								Steel inclinometer tube placed in the hole
								Joints @ 52, 40, 28, 16, 4 feet.

NOT
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ORIGINAL
DOCUMENT
IN FILE

006531

December 6, 1984

U. S. Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9598

Gentlemen or Ladies:

On December 4, 1984, we wrote to you concerning release of final payment on Contract No. 9598 awarded to Dennis Snyder Contractors for the Rainier Slide Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $4,397.69. The total contract amount is $657,355.63 including $78,189.29 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Dennis Snyder Contractors
PO Box A
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9571

les Hampton
legal

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
2400 SE MAILWELL, MILWAUKIE, OREGON 97222 PHONE 653-3113

November 26, 1984

Mr. Stephen D. Petersen
Attorney at Law
P.O. Box T
Rainier, Oregon 97048

RE: St. Helens Federal Credit Union
Rainier, Oregon

This is to advise you that the Department of Transportation accepts no responsibility for damages to the property owned by the St. Helens Credit Union from any slide action.

Therefore, you should proceed with your inverse condemnation if that is your desire.

Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd
L. Hampton

734-1866 (6-84)

LUCAS & PETERSEN
ATTORNEYS & COUNSELORS AT LAW

ROBERT A. LUCAS
STEPHEN D. PETERSEN
TED E. GROVE
SCOTT W. HOLZEM

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048-0536
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051-1896
(503) 397-3116

CLATSKANIE OFFICE
P.O. BOX 288
CLATSKANIE, OR 97016-0288
(503) 728-2882

November 20, 1984
Rainier, Oregon

Mr. Kenneth Rolfe
Regional R/W Supervisor
Department of Transportation
State Highway Division
Right of Way Unit
2400 S. E. Mailwell
Milwaukie, Oregon 97222

Re: St. Helens Federal Credit Union Property, Rainier, Oregon

Dear Mr. Rolfe:

I received your letter dated October 31, 1984, concerning my inverse condmenation complaint. Please have a response to my office on or before November 30, 1984.

Very truly yours,

Stephen D. Petersen

Stephen D. Petersen

SDP:lw

cc: St. Helens Federal Credit Union

RECEIVED
NOV 21 1984
DIST. 1-RIGHT OF WAY

7598

4

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: November 9, 1984

FROM: George Machan
Geotechnical Specialist

SUBJECT: Rainier Slide
5-1005

Attached please find the copy of the report on the Rainier landslides, 1984 Investigations, which details the status of the analyses for the Rainier landslides.

Additional remedial work for the detour slide on the west side, is described in detail.

More field monitoring is requested herein, for the areas in the central and eastern landslide areas, including additional monitor survey lines and continued monitoring of the inclinometers in the subject area. Monitoring should be performed monthly through the wet winter/spring months.

If you have any questions concerning this information, please contact the Geotechnical Group.

cc: C. Fredrickson
E. Hardt
C. Eshelman
G. Hossner (2 copies; 1 to be sent to R. Chassie)
L. Goldsby

GM:mm

RAINIER LANDSLIDES

M.P. 46.5 COLUMBIA RIVER HIGHWAY (2W)

1984 INVESTIGATIONS

COLUMBIA COUNTY

November 7, 1984

5-1005-944

Geotechnical Group
Location Section
Oregon State Highway Division

RAINIER LANDSLIDES

MP 46.5 COLUMBIA RIVER HIGHWAY

1984 INVESTIGATIONS

INTRODUCTION

The subject area is located on the east side of the city of Rainier at approximately MP 46.5 and is situated on a large ancient landslide. The toe of the large landslide reportedly extends into the Columbia River. The State has been involved with maintaining and monitoring the landslide along the Columbia River Highway (State Hwy. 2W, U.S. Rt. 30) for several years. During the fall of 1984 a rock fill shear key was installed beneath the roadway. The area south (upslope) of Hwy. 2W experienced ground movements during construction of the shear key. A rock buttress was subsequently constructed between Sta. 393+50 and Sta. 395+00, upslope of Hwy. 2W.

Six borings were completed in 1984 to explore subsurface conditions and to monitor potential ground movement. The boring logs are included in Appendix A. To monitor ground movements, inclinometer casing was installed in each boring.

The purpose of this report is to describe:

1) The possible ground movement being indicated in boring TB-123, downslope (north) of Hwy. 2W.

2) The recent investigations upslope (south) of Hwy. 2W.

3) The rock berm recommended on top of the rock buttress, upslope of Hwy. 2W.

GENERAL DESCRIPTION / GEOLOGY

The recent landslides have occurred in a relatively steep area located south of the Columbia River Highway (State Hwy. 2W) at the east side of the City of Rainier. The recent landslide activity has occurred within an area of approximately 300 feet long by 500 feet wide, with a change in elevation of about 75 feet, as shown on the Site Plan, Figure 1. Tension cracks and scarps exist within the landslide. Locally standing water, saturated soils, and seepage is evident on a slide mass on the east (Sta. 391+00±).

The small landslide on the west side contained within the 300 x 500-foot area, is approximately 100 feet long by 100 feet wide. The change in elevation from the head scarp to the toe of the landslide is about 28 feet. The head scarp of the small slide is at the northern property line of a lot owned by the Hansons.

The geologic units underlying the site consist of basalt and pyroclastic rocks from the Goble volcanic series; volcanic rock of the Nestucca and Toledo formations; and part of the Tillamook volcanic series.

DISCUSSION OF INCLINOMETER MONITORING - TB-123

Boring TB-123 was drilled on January 4, 1984 with inclinometer casing subsequently installed. It is located downslope (north) of the main buttress at Sta. 392+50, 182 feet right (Figure 2). Initially, no movement was detected by the inclinometer. However, in March, 1984, a slight movement was noted at depths between 60 and 70 feet. The cummulative deflection in this depth range increased to 0.15 inches by August, 1984, with a reported bearing of S54°E ("B" mode). We recommend continued monitoring of this boring to confirm whether ground movements are occurring. Further, the bearing for the "B" mode should be independently verified. Borings TB-121 and TB-122 in the vicinity should also be monitored.

RECENT INVESTIGATIONS, UPSLOPE OF STATE HIGHWAY 2W

History

The area between Sta. 388+50 and Sta. 393+50 has experienced ground movements related to shear key construction in late 1983.

The slide area to the East (Sta. 388+50 to Sta. 390+00) has a head scarp which has retrogressed to the southeast to within 20 feet of the foundation of a house. The exposed head scarp is about 5 feet, vertical. The slide movement is in a northwesterly direction. The central slide area (Sta. 390+00 to Sta. 393+50)is less defined and consists mainly of transverse tension cracks. The apparent head scarp is about 215 feet south of the centerline of the roadway, at an elevation of 105 feet. Two drainage channels exist in this central area.

Field Investigations

Borings have been completed in the area located as shown on the Site Plan, Figure 1. Inclinometer casing was placed in each boring and has been monitored at least monthly. Inclinometer casings located in borings TB-119, 124, 125, and 127 will be monitored throughout the winter to determine if and where ground movements are occurring.

In addition to the topographic site map, three cross-sections were surveyed in August, 1984. Monitor survey lines were established in January and May, 1984. We recommend that additional monitor survey lines be established and monitored monthly to determine the extent of ground movements. The proposed monitor survey lines are shown on the site plan, Figure 1.

WEST SLIDE AREA, STA. 393+50 to STA. 395+00

History

A cut was required for the detour road at the west end of the Rainier Slide during shear key construction, resulting in a small slide upslope (see memo of 12/11/83, Appendix B). During November of 1983 a rock buttress was constructed to protect the State Hwy. 2W. During our field reconnaissance of the area made in August, 1984, the buttress showed no signs of distress.

Field Investigation and Observations

Two borings, TB-126 and 128, were drilled in August, 1984. Boring TB-126 is located near the back of the existing rock buttress at the toe of the small slide, approximately 115 feet downslope of the head scarp. Boring TB-127 is 70 feet upslope of the head scarp. The boring logs are included in Appendix A. Generally, the materials encountered were brown to gray hard clays with zones of weathered sands and gravels. Several contact planes (slide surfaces?) were noted in the borings. Inclinometer casing was installed in each boring and is currently being monitored.

Groundwater depths were measured in borings TB-126 and TB-128. The water level measured at boring TB-126 is 42 feet below the ground surface. This level appears to be questionable (deeper than anticipated) and may indicate a deeper more permeable zone that is draining the upper groundwater zones. The groundwater level in boring TB-128 was measured at a depth of 13.5 feet in September, 1984.

Laboratory Testing

Samples were obtained in the borings which contained shiny striated contact surfaces (possible failure surfaces). Repeated direct shear tests were performed on a clay contact plane sampled in boring TB-126 to determine the residual shear strength, ϕ'_r. In the direct shear test the sample was sheared along the existing contact surface. Repeated direct shear testing produced a minimum residual shear strength of $\phi'_r=9°$. This soil is a plastic clay with a liquid limit of 79% and a plastic limit of 38%.

Stability Analyses

The stability analyses and the recommendations presented, herein, are based on the data obtained from the borings in the vicinity and previous experience with this landslide. Our analyses are also based on the assumption that the subsurface conditions are not significantly different from those disclosed by the field explorations.

The stability of the slide mass was analysed using cross section C'-C", Figure 3. The cross section shows the geometry of the slide mass, the soil parameters and the groundwater levels used in the analyses. A translational mode of failure (sliding block) was assumed.

Because of the winter season, remedial measures not requiring much excavation or reworking of the existing ground were considered. A rock berm to add additional stability to the already present rock buttress was therefore evaluated.

The assumed existing conditions were checked for reasonableness by performing stability analyses to confirm a factor of safety of about 1.0. The stability of the ground is generally expressed in terms of a factor of safety (F.S.), which is defined as the ratio of resisting forces to the driving forces. For a landslide that is marginally stable, the factor of safety of the landslide mass is about 1.0, that is, the resisting forces and the driving forces are essentially equal. For failure of the ground to occur, the driving forces must be greater than the resisting factors and, therefore, the factor of safety drops below 1.0. Any increase in the factor of safety above 1.0, whether by increasing the resisting forces and/or decreasing the driving forces, reflects a corresponding increase in the degree of stability of the ground. The actual factor of safety may differ from the calculated factor of safety, due to variations in clay and rock strengths, clay seam location and orientation, and the depth of ground water.

The addition of a 6 foot thick rock berm over the buttress would increase the factor of safety to about 1.3.

Recommendations for Construction

The rock berm shown on Figures 4 and 5 is recommended for stabilizing the small slide area. The berm should begin at Sta. 393+50 and continue approximately 100 feet west.

The head scarp area should be filled with non-organic on-site material, and tamped (compacted) to restore support of the ground above the head scarp.

The estimated quantity of on-site material to be placed at the head scarp is 200 yards. The estimated quantity of rock fill for this berm is 1200 cubic yards. The rock fill should be clean, hard, angular, well-graded pit run rock or crushed rock. The rock fill should be compacted in lifts not exceeding 18 inches thick.

The estimated cost for the rock berm and filling of the head scarp area is about $10,000.

Prepared by:

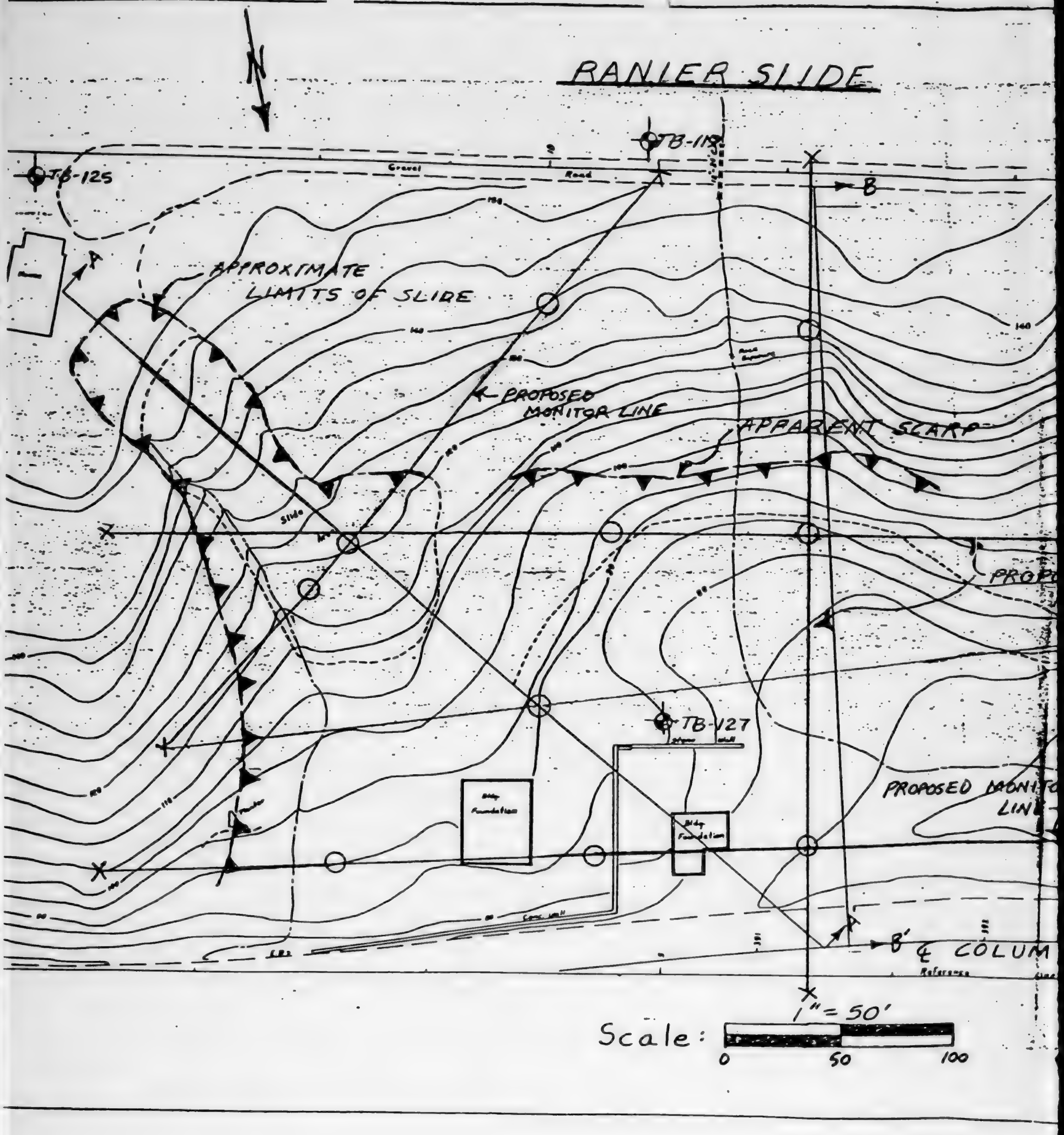
Elizabeth Brossard

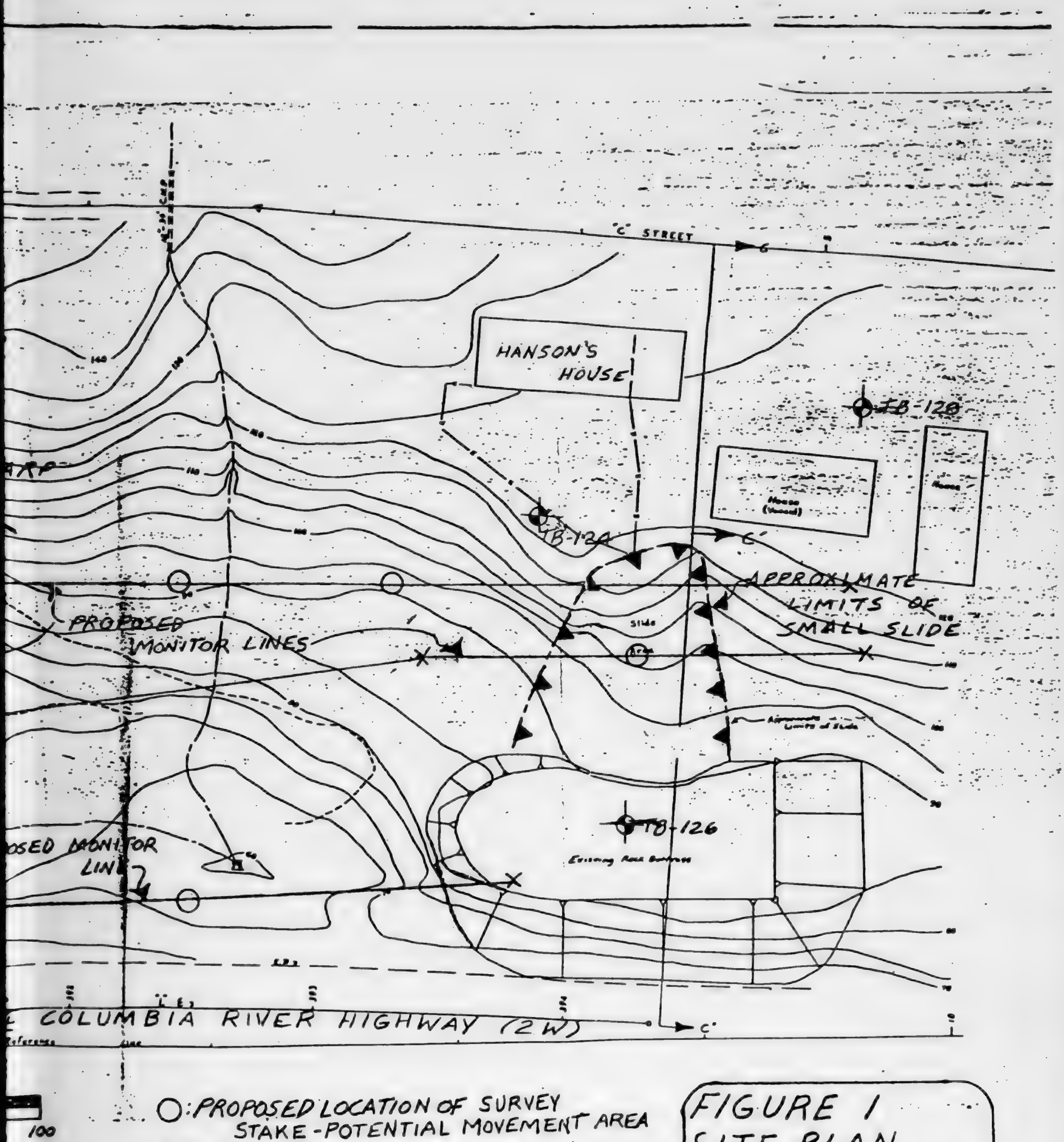
Elizabeth Brossard, E.I.T.
Soils Specialist

George Machan

George Machan, P.E.
Geotechnical Specialist

EB:mm

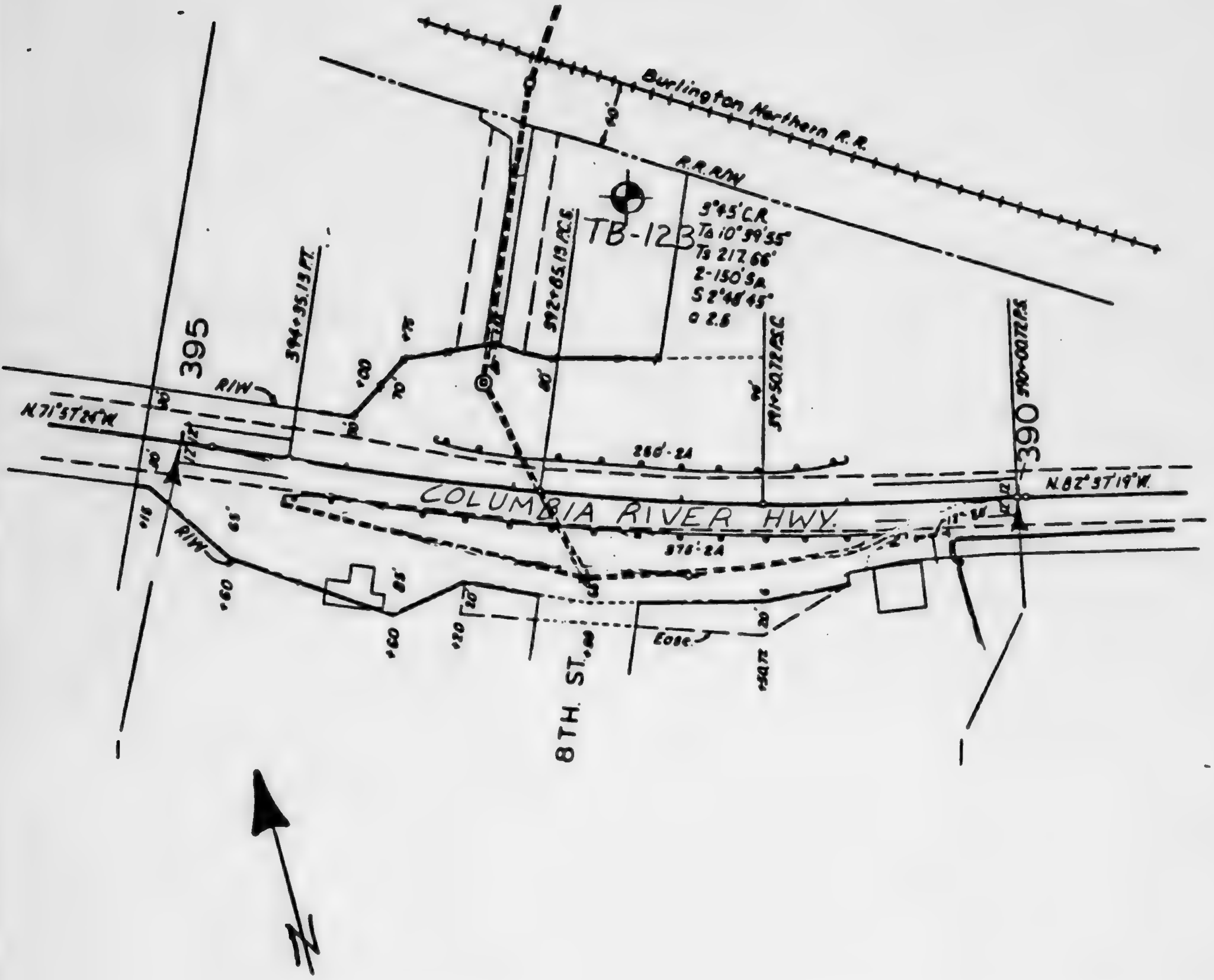

RANIER SLIDE
N
TB-125
TB-119
TB-127
Gravel Road
B
B'
A
A'
APPROXIMATE LIMITS OF SLIDE
PROPOSED MONITOR LINE
APPARENT SCARP
PROPO
PROPOSED MONITO LINE
Slide
Bldg Foundation
Bldg Foundation
Conc. Wall
℄ COLUM
Reference
140
130
120
110
100
90
1" = 50'
Scale:
0
50
100


"C" STREET
C
HANSON'S HOUSE
TB-128
House (Wood)
House
TB-124
C'
APPROXIMATE LIMITS OF SMALL SLIDE
ARP
PROPOSED MONITOR LINES
Slide
Approximate Limits of Slide
TB-126
Existing Rock Buttress
OSED MONITOR LINE
COLUMBIA RIVER HIGHWAY (2W)
C'
140
130
120
110
100
90
80
70
100

○: PROPOSED LOCATION OF SURVEY STAKE - POTENTIAL MOVEMENT AREA

X: PROPOSED LOCATION OF SURVEY REFERENCE STAKE (STABLE AREA)

FIGURE 1
SITE PLAN



Burlington Northern R.R.
R.R. R/W
TB-123
3°45' C.R.
TΔ 10°59'55"
Ts 217.66'
2-150' Sp.
S 2°45'45"
a 2.5
395
394+35.13 P.T.
392+65.13 P.C.S.
391+50.72 P.S.C.
390+00.72 P.S.
390
R/W
N71°57'26"W
N82°37'19"W
COLUMBIA RIVER HWY.
260'-2A
375'-2A
R/W
Esmt.
8TH. ST.
N

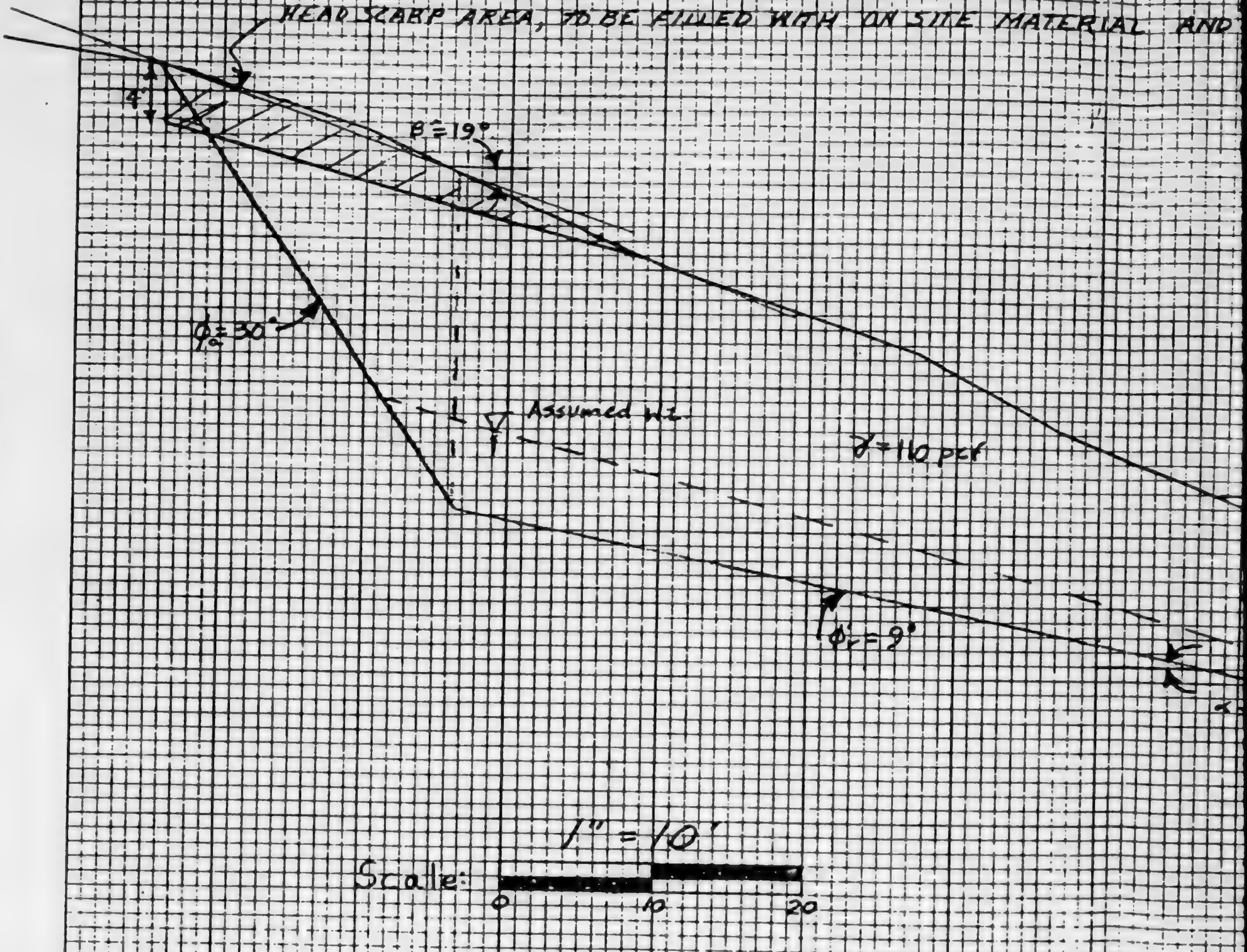
SITE PLAN

Scale: 1" = 100'

FIGURE 2

LOCATION OF TB-123

COLUMBIA RIVER
HIGHWAY


HEAD SCARP AREA, TO BE FILLED WITH ON SITE MATERIAL AND
4'
β = 19°
$\phi_a = 30°$
Assumed w.t.
γ = 110 pcf
$\phi_r' = 9°$
1" = 10'
Scale:
0
10
20

CLEARPRINT PAPER CO NO C4100 10 DIVISIONS PER INCH BOTH WAYS. 130 BY 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1015

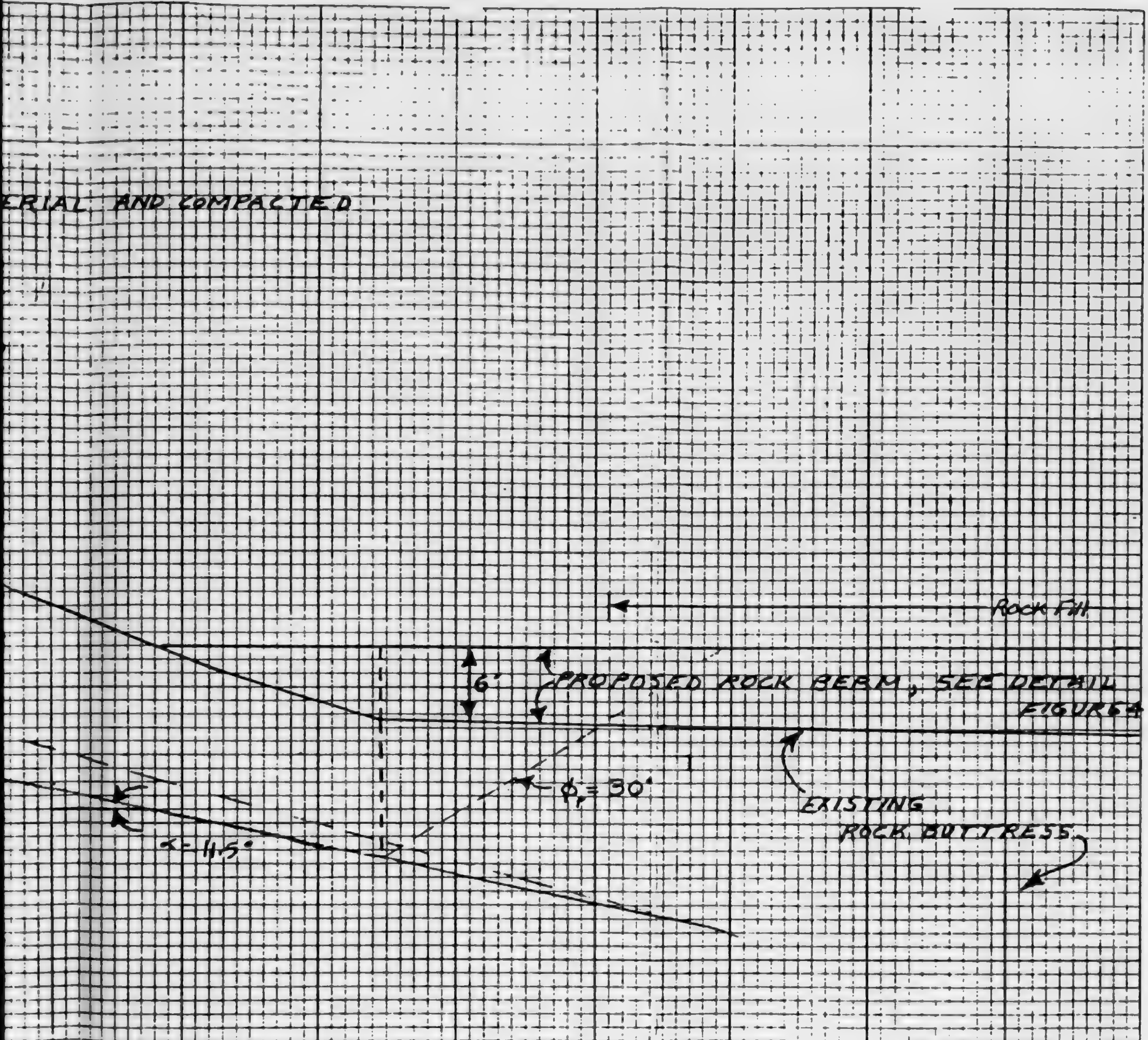

ERIAL AND COMPACTED
Rock Fill
6'
PROPOSED ROCK BERM, SEE DETAIL FIGURE 4
$\phi_r = 30°$
EXISTING ROCK BUTTRESS
α = 11.5°

FIGURE 3
SECTION "C-C"
STATION 394+40

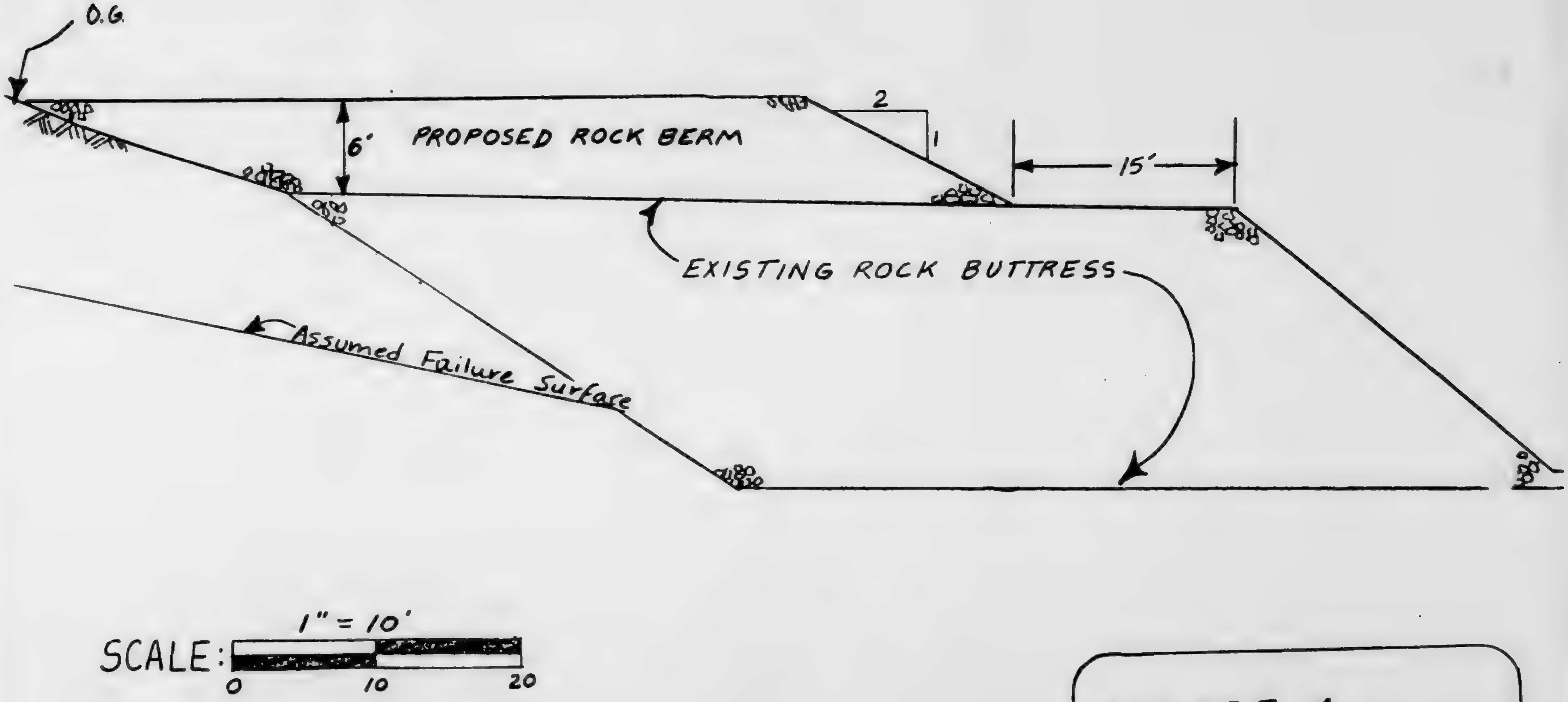
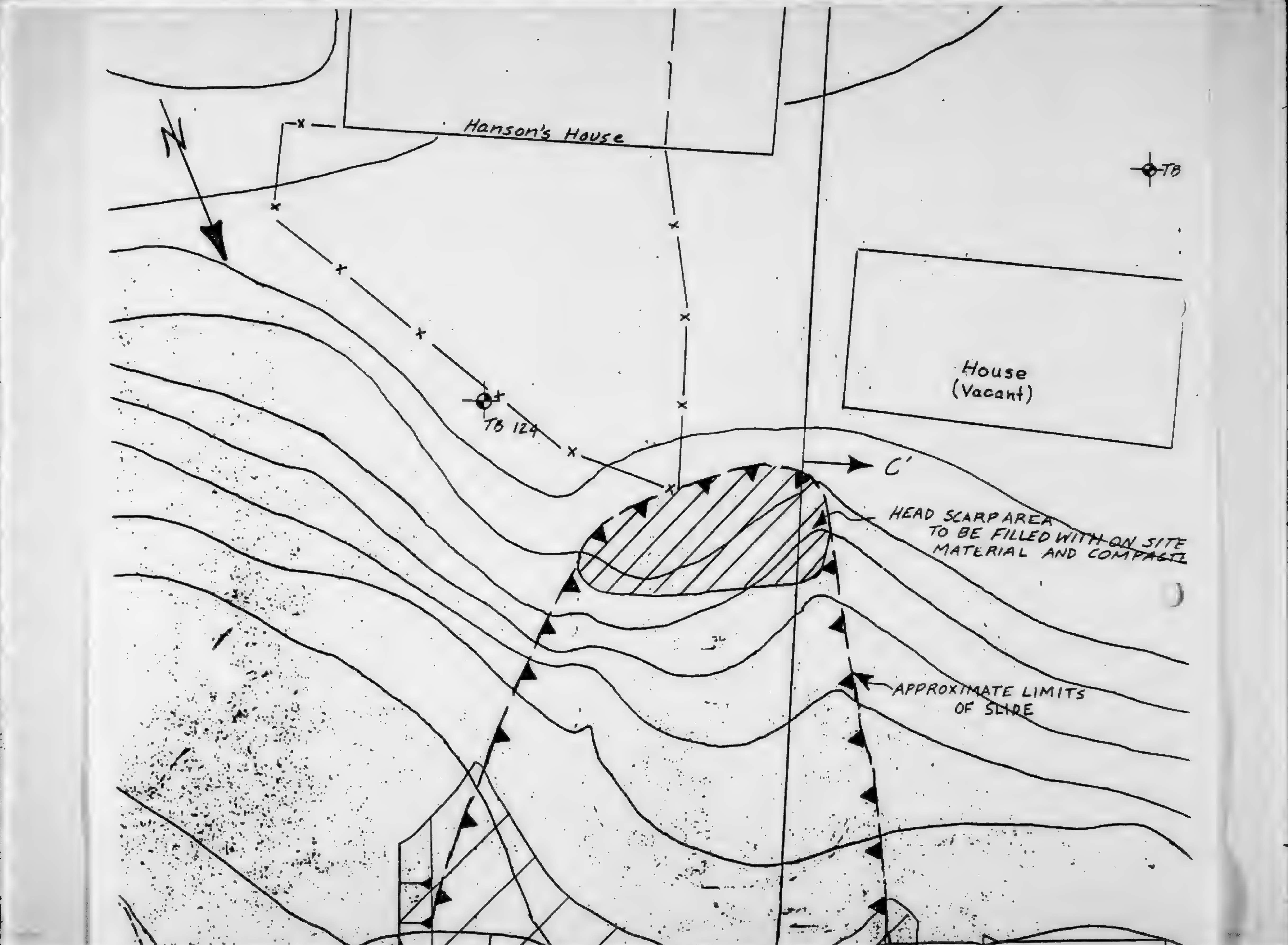
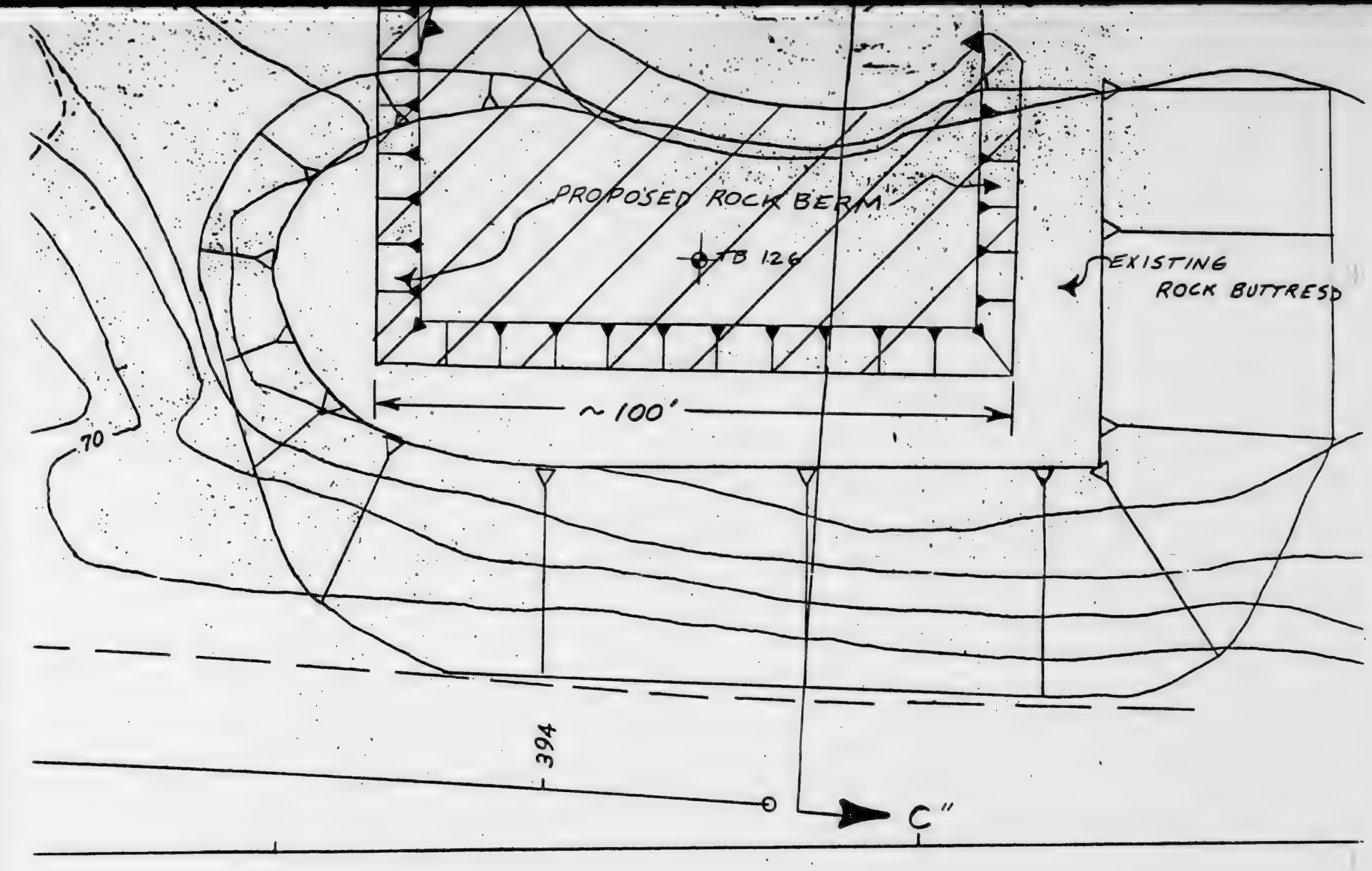

O.G.
6'
PROPOSED ROCK BERM
2
1
15'
EXISTING ROCK BUTTRESS
Assumed Failure Surface
SCALE:
1" = 10'
0
10
20

FIGURE 4
ROCK BERM DETAIL
STATION 394 + 40


N
Hanson's House
TB
TB 124
House
(Vacant)
C'
HEAD SCARP AREA
TO BE FILLED WITH ON SITE
MATERIAL AND COMPACT
APPROXIMATE LIMITS
OF SLIDE


PROPOSED ROCK BERM
TB 126
EXISTING
ROCK BUTTRESD
~100'
70
394
C''

Scale:
0
10
20
1" = 20'

FIGURE 5
PROPOSED ROCK BERM
STA. 393+50 to 395+00

APPENDIX A

BORING LOGS

Page 1 of 3

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project RAINIER SLIDE
Highway HWY NO 2W   County COLUMBIA
Purpose of Work LANDSLIDE INVESTIGATION
Equipment LONGYEAR 44
Geologist C.J. ESHELMAN   Driller HATCH RANDY
Hole Location L Line, Sta. 392+50   Lt.   C.L. [✓ Rt] 182'

Hole No TB-123
Prefix 5-1005-900
Bridge No.
Tube Elev.
Recorder
Ground Elev. 35.3

Tests
[✓ "N"] — Standard Penetration, No. 10
"M" — Oregon Miniature Pile, No.
[✓ "C"] — Core, Barrel Type No. 20
"U" — Undisturbed Sample, Size No.

Drilling Method
Auger Depth
Casing Depth
Open Depth
Total Depth

Groundwater Level

Date	Depth

Date Started 1/4/84   Date Completed   Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content / Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
								0-32' SILTY CLAY & GRAVEL
2								BROWN & GREY SILTY CLAY W/
4	C-1		0.3	4				MEDIUM TO COARSE GRAVEL
6								
	N-1	5, 2, 7, 6	1.0	50				
10	C-2		1.2	24				
12	N-2	3, 4, 5, 5	0	0				
14								
16	C-3		0	0				
18	N-3	3, 5, 10, 11	0	0				
20	C-4		0.7	14				
22	N-4	3, 6, 10, 12	0.2	10				
24								
26	C-5		1.1	22				
28	N-5	3, 4, 9, 7	0.6	30				
30	C-6		0.8	16				
32	N-6	18, 25, 25, 34						32' - 41' CLAYEY SILT
34								BROWN, BLUE GREEN - LITE BLUE
36	C-7		3.5	70				SOFT MOIST TO COMPACT CLAYEY SILT
38								

734-3976 (REV. 12-82)

Hole No. TB-123 Page 2 of 3

Dpth. ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / RQD	Graphic Log	% Natural Moisture	Material Description Color Wet-Dry Consistency Jointed-Broken Plasticity Angular-Rounded Organic Content Drill Remarks etc.
	N-7		2.0	100				
								41'-48' SAND
	C-8		3.5	70				BR silty FINE MICACEOUS SAND
	N-8	21, 34, 50	1.5	100				
	C-9		3.5	70				
	N-9	25, 47	1.0	100				
								48' - 98.5' SANDSTONE
	C-10		4.3	86				Lt BLUE GREY - GREY FINE SANDSTONE
	C-11		4.5	90				
								58'-64' OCCASIONALY IRREGULAR BLACK LAYERS
	C-12		4.5	90				
	C-13		4.5	90				
	C-14		2.5	50				
	C-15		2.5	50				
	C-16		1.7	34				
								92'-93.5' DARK GREY
	C-17		0	0				
	N-10	50/2"						
	C-18		1.0	20				
	C-19		3'	60				

Hole No. TB-123 Page 3 of 3.

pth, ft.	Tool Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	terial Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
	C-19		3.0'	60				
	C-20		1.5	100				
								BOTTOM OF HOLE 98.5'
								STEEL 1 7/8" SQUARE INCLINOMETER TUBE INSTALLED
								JOINTS 20' TOP
								20'
								20'
								20'
								20' BOTTOM

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

No Station

Project Rainier Slide			Hole No 124
Highway Lower Columbia River		County Columbia	Prefix 5-1005-900
Purpose of Work Slide Investigation			Bridge No.
Equipment Hand Auger			Tube Elev.
Geologist C. J. Eshelman		Driller Lauinger	Recorder Jennison
Hole Location	Line, Sta.	Lt. C.L. Rt.	Ground Elev. 121.98

Tests

"N" — Standard Penetration, No. ____

"M" — Oregon Miniature Pile, No. ____

"C" — Core, Barrel Type ____ No. ____

"U" — Undisturbed Sample, Size ____ No. ____

Drilling Method

Hand

Auger Depth 19.5'

Casing Depth

Open Depth

Total Depth 19.5'

Groundwater Level

Date	Depth

Date Started 1-4-84

Date Completed 1-4-84

Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								
1								0 → 1' Brown Silty-Clay with some 1" gravel (wet)
2								1 → 4' Tan Clay (wet)
3								
4								
5								4 → 8' Mottled Tan Clay with zones of Orange Clay (dry)
6								
7								
8								
9								8 → 19.5' Dark gray to gray Clay (dry and very hard)
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								

Hole No. 12H Page 2 of 2

pth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
								Bottom of Hole
20								Installed 20' of Aluminum inclinometer tubing.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

East end of "C" street

Project	RAINIER SLIDE		Hole No. TB-125
Highway	Lower Columbia River Hwy. No. 2W	County Columbia	Prefix 5-1005-900
Purpose of Work	Slide investigation		Bridge No.
Equipment	Longyear 69-893		Tube Elev. 161.08
Geologist	C. J. Eshelman	Driller Hatcher	Recorder Jennison
Hole Location	Line, Sta. Lt.	C.L. Rt.	Ground Elev.

Tests		Drilling Method		Groundwater Level	
				Date	Depth
"N" — Standard Penetration,	No. 2		Auger Depth	5-21-84	7'
"M" — Oregon Miniature Pile,	No.	H.Q.	Casing Depth 58.5		
"C" — Core, Barrel Type H.Q.	No.		Open Depth		
"U" — Undisturbed Sample, Size	No.		Total Depth 58.5		

Date Started 5-9-84	Date Completed 5-11-84	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								0 - 17.5'
	C-1	(0-7.5')	0.9	12				Brown silty-clay mixed with
								(3" -0) gravels
5								
	N-1	2-3-4	0.8	53				
		(7.5-9')						
10								
	C-2	(7.5-12.5)	0.8	16				
15	C-3	(12.5-17.5')	0.5	10				
								17.5 - 22.5'
	N-2	4-6-9	1.5	100				Red-brown silty-clay with occasional
		(17.5-19')						highly weathered gravel
20								Slip plane @ 20'
	C-4	(17.5-22.5')	4.5	90				22.5 - 32.5'
								Gray-brown silty-clay with zones of
								highly weathered coarse sand, and pieces
25	C-5	(22.5-27.5)	4.6	92				of wood
								Slip planes @ 27, 27.5 and 28.5'
								very soft zone @ 30'
30	C-6	(27.5-32.5')	5	100				
								32.5 - 58.6
								Mottled gray-green and reddish-brown
								silty-clay with highly weathered gravels
35	C-7	(32.5-37.5')	2	40				and pieces of unweathered basalt cobbles
								Slip planes @ 39, 45, 47 and 55'.

734-3976 (REV. 12-82)

Hole No. TB-125 Page 2 of 2

m. ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
40	C-8	(37.5-42.5')	5	100				
								Thin zone of hard reddish-brown clay @ 43'
45	C-9	(42.5-47.5')	4.5	90				
50	C-10	(47.5-52.5')	4.5	90				
55	C-11	(52.5-57.5')	5	100				
	C-12	(57.5-58.6')	1.1	100				
								58.6' BOTTOM OF HOLE
60								
								Installed 60' steel inclinometer tubing
								Joints at 10, 30, 50

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project	RAINIER SLIDE	Hole No	TB-126
Highway	Lower Columbia River Hwy. No. 2W	County	Columbia
Prefix	5-1005-900		
Purpose of Work	Slide investigation	Bridge No	
Equipment	Longyear (69-893)	Tube Elev.	
Geologist	- C. J. Eshelman	Driller	Hatcher, Hartman
Recorder	Jennison		
Hole Location "L"	Line, Sta. 394+21 Lt. 82.5' XX. XX.	Ground Elev.	

Tests

"N" — Standard Penetration,		No. 5
"M" — Oregon Miniature Pile,		No.
"C" — Core, Barrel Type	HQ	No. 16
"U" — Undisturbed Sample, Size	2.5"	No. 3

Drilling Method HQ

Auger Depth	
Casing Depth	75
Open Depth	
Total Depth	75

Groundwater Level

Date	Depth
8-21-84	38.3'

Date Started 8-14-84

Date Completed 8-17-84

Sample Data Sheet No. A-31826

Depth, ft	Test Type No	Driving Resistance	Measured Recovery	% Recovery	Hardness / RQD	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed Broken, Angular-Rounded, Drill Remarks etc.
								0 - 2'
2								Gray basalt (buttress rock)
	C-1	(0 - 5.5')	4.2	76				
								2 - 60'
5.5								Mottled red-brown to gray-brown stiff-hard clay with occasional weathered gravel.
	U-1	(5.5 - 7.5')						
7.5								
	C-2	(5.5 - 10.5')	0.6	12				Zone of 2" gravel @ 6'
								Torvane reading of 0.7 TSF @ 7.5'
10.5								
	U-2	(10.5 - 12.5')						
12.5								Torvane reading of 0.65 TSF @ 12.5'
	C-3	(10.5 - 15.5')	2.7	54				
								Slickenslide @ 14.5'
15.5								Torvane reading of 0.6 TSF @ 15'
	U-3	(15.5 - 17.5')						Slickenslide @ 16'
17.5								
	C-4	(15.5 - 20.5')	3.5	70				Torvane reading over 1 TSF @ 17.5'
20.5								
	C-5	(20.5 - 22)	1.2	80				
22	N-1	8-13-17/0.5'	1.5	100			37	
23.5								
	C-6	(22 - 27')	4.5	90				
27								
	N-2	8-10-15/0.5'	1.5	100			38	Zone of weathered gravel @ 28'
28.5								
	C-7	(27 - 32')	4	80				
32								
	N-3	9-14-17/0.5'	1.5	100			37	
33.5								
	C-8	(32 - 37')	3	60				
37								

Hole No TB-126 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
	N-4	9-15-23/0.5	1.5	100			38	
[illegible].5								
	C-9	(37 - 42')	3.9	78				
42								
	N-5	11-18-26/0.5'	1.5	100			35	
43.5								
	C-10	(42 - 47')	4	80				
47								
	C-11	(47 - 52')	4.1	82				Zone of weathered gravel @ 49'
52								
	C-12	(52 - 57')	5	100				
57								
	C-13	(57 - 62')	5	100				Zone of weathered gravel @ 59'
								60 - 62' - Gray gravel (1 - 3") with brown clay. Some organic material.
62								
	C-14	(62 - 67')	4.8	96				62 - 68' Red-brown hard sandy-clay with occasional weathered gravel
67								
	C-15	(67 - 72')	5	100				68 - 75' Gray gravel (1 - 4") partly weathered with brown clay
72								
	C-16	(72 - 75')	3	100				
75								
								END OF HOLE
								Installed 76.5' of aluminum inclinometer tubing.
								First joint is at 6.5' from bottom, then 10' sections after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project RAINIER SLIDE		Hole No TB-127
Highway Lower Columbia River Hwy. No. 2W	County Columbia	Prefix 5-1005-900
Purpose of Work Slide investigation		Bridge No.
Equipment Longyear (69-893)		Tube Elev. 84.68
Geologist C. J. Eshelman	Driller Hatcher, Hartman	Recorder Jennison
Hole Location "L" Line, Sta. 390+57 Lt. 106' XX. XX.		Ground Elev.

Tests		
"N" — Standard Penetration,		No. 1
"M" — Oregon Miniature Pile,		No.
"C" — Core, Barrel Type	"HQ"	No. 14
"U" — Undisturbed Sample, Size	2.5"	No. 5

Drilling Method		
	Auger Depth	
"HQ"	Casing Depth	70
	Open Depth	
	Total Depth	70

Groundwater Level	
Date	Depth
8-24-84	7.7'

Date Started 8-20-84	Date Completed 8-23-84	Sample Data Sheet No. A-31827, A-31828

Depth, ft.	Test Type No	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Wet-Dry Consistency Jointed-Broken Plasticity Angular-Rounded Organic Content Drill Remarks etc.
0								
	C-1	(0 - 7')	1.6	23				0 - 34' Mottled gray-brown soft-medium clay with occasional gravel (1½-2")
7	U-1	(7 - 9')	1.7	85				Torvane reading @ 9' = 0.5TSF
9								
	C-2	(7 - 12')	1.3	26				
12	U-2	(12 - 14')	1.4	70				Torvane reading @ 14' = 0.55 TSF
14								
	C-3	(12 - 17')	1.6	32				
17	U-3	(17 - 19')	1.5	75				Slickenslides @ 17.5', 23'
19								Too many gravels to use Torvane @ 19'
	C-4	(17 - 22')	1.2	24				
22	U-4	(22 - 24')	1.5	75				
24								
	C-5	(22 - 27')	1.3	26				
27	U-5	(27 - 29')	1.8	90				
29								
	C-6	(27 - 32')	0.9	18				
32	N-1	6-10-12/0.5'	1.5	100			39	
33.5								
	C-7	(32 - 37')	4.0	80				34' - 38' Brown medium-stiff clay with occasion weathered gravel (3/4 - 1") thin organic zone at 34'
37								

734-3976 (REV. 12-82)

Hole No. TB-127 Page 2 of 2

[illegible] ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R Q D	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
42	C-8	(37 - 42')	5.0	100				38 - 41.5' Mottled gray-brown stiff-hard clay slickenslides @ 38.5, 39.5 & 40.5
47	C-9	(42 - 47')	4.0	80				41.5 - 56.5' Mottled gray-green firm weathered ash
52	C-10	(47 - 52')	4.2	84				Slickenslides @ 42, 43, 44, 50.5, 51, 52, 53 and 56'
57	C-11	(52 - 57')	4.3	86				
62	C-12	(57 - 62')	3.6	72				56.5 - 67' Mottled gray-brown firm ash with occasional weathered gravel (1½-2") Slickenslide @ 57.5'
67	C-13	(62 - 67')	4.6	92				
70	C-14	(67 - 70')	3.0	100				67 - 70' Gray-green soft claystone Slickenslide at 67' END OF HOLE
								Installed 71.5' of aluminum inclinometer tubing. Joints 1.5' from bottom and 10' apart after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project	RAINIER SLIDE		Hole No TB-128
Highway	Lower Columbia River Hwy. No. 2W	County Columbia	Prefix 5-1005-900
Purpose of Work	Slide investigation		Bridge No.
Equipment	Longyear (69-893)		Tube Elev.
Geologist	C. J. Eshelman	Driller Hatcher, Hartman	Recorder Jennison
Hole Location	"C" Line, Sta. 5 + 16 Lt. 65' ~~Rt.~~ ~~Ah.~~		Ground Elev.

Tests			Drilling Method		Groundwater Level	
					Date	Depth
"N" — Standard Penetration,		No.	Auger Depth		8-31-84	13.4
"M" — Oregon Miniature Pile,		No.	HQ Casing Depth	75		
"C" — Core, Barrel Type	HQ	No. 16	Open Depth			
"U" — Undisturbed Sample, Size	2.5"	No. 2	Total Depth	75		

Date Started 8-23-84	Date Completed 8-28-84	Sample Data Sheet No. A-31830

Depth, ft.	Test Type No	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed Broken Angular-Rounded Drill Remarks etc.
0								
	C-1	(0-7.3')	5	68				0 - 8' Mottled gray-brown soft-stiff clay
7.3								
	U-1	(7.3 - 9.3')	2	100				
9.3								8 - 16'
	C-2	(7.3 - 12.3')	2.6	52				Brown-gray hard clay Trovane reading 0.26TSF @ 9.3'
12.3								
	U-2	(12.3 - 14.3')	1.8	90				Slickenslides @ 11'
14.3								
	C-3	(12.3 - 17.3')	3.6	72				
17.3								16 - 20' Light green-gray firm-hard ash
	C-4	(17.3 - 22.3')	4.9	98				
22.3								20 - 41' Dark brown hard clay with weathered coarse sand.
	C-5	(22.3 - 27.3')	3.7	74				Zone of weathered coarse sand @ 22'
27.3								
	C-6	(27.3 - 31.3')	4	100				Zone of weathered gravel @ 38'
31.3								
	C-7	(31.3 - 36.3')	5	100				
36.3								
	C-8	(36.3 - 41.3')	3.3	66				

Hole No. TB-128 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R Q D	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
41.3	C-9	(41.3 - 45.3')	4	100				41 - 52' Dark-brown stiff-hard clay with organic zones.
45.3	C-10	(45.3 - 51.3')	5.3	88				Zones of weathered gravel @ 46', 49'
51.3	C-11	(51.3 - 57')	4.9	86				52 - 58' Mottled gray-brown hard clay and weathered gravels.
57	C-12	(57 - 62')	2.9	58				Zone of weathered 2" gravels @ 58' 58 - 62' Mottled brown-gray weathered stiff-hard ash Slickenslide @ 60'
62	C-13	(62 - 64')	2	100				62 - 75' Dark-brown to brown stiff-hard clay with zones of organic material
64	C-14	(64 - 67')	1.6	53				
67	C-15	(67 - 71')	4	100				Zone of weathered coarse sand @ 68.5'
71	C-16	(71 - 75')	4	100				
75								END OF HOLE Installed 76.5' of aluminum inclinometer tubing. 6.5' piece on the bottom, then 10' sections after that.

APPENDIX B

MEMO - DECEMBER 11, 1983

T+J

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16

TO: MEMO TO THE FILES

DATE: December 1, 1983

FROM: Edgar L. Johnsen EJ
Geotechnical Engineer

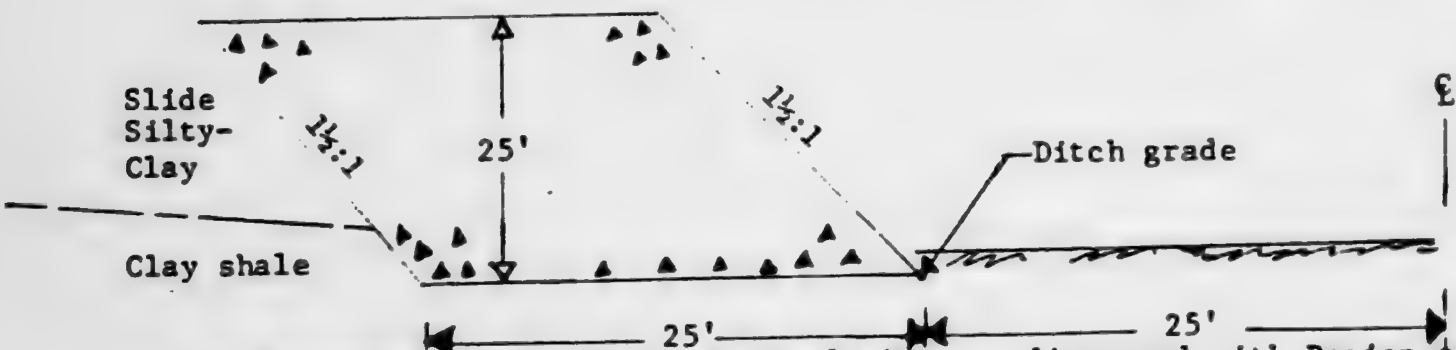
SUBJECT: Ranier Slide Section, Detour Road Slide

Immediately after the construction of the detour cut of 500 c.y. at the westerly end of the slide, a slight movement became evident along a groundwater zone about five to eight feet above the ditch grade. A small crack was detected in the uphill cut face, but no significant movement developed during the main slide correction excavation and obliteration of the detour.

Heavy rains fell during the first days in November, 1983. During a November 10 inspection of the project, earth was slumping into the concrete lined ditch at the west end of the project. Stewart Cade, who works for Dennis Snyder, showed me some slide breaks uphill from the cut which were under the property owner's house trailer. I suggested to Cade that the own ower be advised to move his trailer, in the near future, to undisturbed ground. The Region I office was advised of the slide problems.

The Region Geology section submitted a cross section through the slide to use for design. The design recommended was that of placing a rock buttress, 25 feet thick and 25 feet high, at the toe of the slide. Approximately 1500 c.y. of excavation and 4000 c.y. of rock would be required. The grade of the bottom of the buttress would follow the grade of the bottom of the concrete lined ditch.

The toe of the 1½:1 buttress face would be no closer than 25 feet left of centerline. The buttress would be constructed from the rock source used in the main slide.



On Wednesday, Nov. 16, the above design was discussed with Region and Jim Cochell and accepted. That day Cochell and I were viewing the head of the slide where it was breaking into the lawns of two uphill residences. The westerly residence had a septic tank which overflowed into the back of the

81-123-1367

main break. The easterly residence was owned by the Hansens. They were cooperative with our activities below. We advised them that the slide could continue to break back and undermine the northwest corner of their cyclone fence, but there was no imminent danger to their residence from this slide. We advised them that the earlier road construction had stabilized the lower ground to the north and east of them.

I advised Cochell to mobilize the contractor immediately to begin correction of this slide. The contractor had his equipment in the vicinity. There was sufficient urgency for protection of the uphill property to work the contractor over the coming weekends and holiday until the buttress was complete.

The contractor was unable to mobilize on the site before November 21. Work in the rock source was done the preceeding two days.

The work site was viewed November 25. The excavation was proceeding all across the face of the toe of the slide. One truck was hauling rock. I set some approximate limits to the rock fill with Inspector Foster. A considerable area was available for rock. Foster requested an additional truck to haul rock. I requested the excavation equipment to work full excavation depth from east to west until the excavation was complete. This method would allow the contractor to fill rock against the newly exposed face which increases the resisting forces to the slide. This method was used to the completion of the excavation.

The uphill slide mass became greatly disturbed during the construction process. However, no more disturbed than if it had been left unattended and maintained at the roadway. The immediately adjacent property has lost considerable elevation. At a November 28 inspection of the slide, I recommended to Foster and Cochell that the immediately uphill ground be restored to its original elevation and any access roads to the peoperty be restored with rock.

The contractor anticipates completion around December 7, 1983. The slide movement had nearly ceased by November 28th.

ELJ:ss

cc: F. Terpin
J. Cochell
A. Harwood
C.T. Keasey
C. Eshelman
Tom Lowe, FHWA

9598

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 8, 1984

TO: Oregon Transportation Commission

In Reply Refer to
File No.

CON 5

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rainier Slide Section
Columbia River Highway, Columbia County
Contract No. 9598

This federal aid slide repair project has been completed and it is now apparent that the final cost will exceed the project authorization by $56,000 or 7 percent. The authorization was previously increased at the meeting on January 18, 1984, based on emergency measures required to protect property and avoid complete failure when slide action threatened.

The stone embankment material required to complete the embankment exceeded the amount that was anticipated at the time of submitting the previous request for increase in project authorization. This overrun added more than $26,800 to the cost of the project.

Likewise, the cost of removal of concrete slabs from the original roadbed after ground movement caused damage to the roadbed exceeded estimates by more than $24,000.

Observation and monitoring of the project during and after construction and costs of properly inspecting, monitoring and documenting the additional work caused construction engineering charges to overrun.

There are sufficient funds available in the category of work and all the increase, except $50,620, is eligible for federal participation.

I recommend that the authorization be increased by $56,000.00 to a new total of $808,712.64. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Rainier Slide Section
Columbia River Highway, Columbia County
Contract No. 9598

This federal aid slide repair project has been completed and it is now apparent that the final cost will exceed the project authorization by $56,000 or 7 percent. The authorization was previously increased at the meeting on January 18, 1984, based on emergency measures required to protect property and avoid complete failure when slide action threatened.

The stone embankment material required to complete the embankment exceeded the amount that was anticipated at the time of submitting the previous request for increase in project authorization. This overrun added more than $26,800 to the cost of the project.

Likewise, the cost of removal of concrete slabs from the original roadbed after ground movement caused damage to the roadbed exceeded estimates by more than $24,000.

Observation and monitoring of the project during and after construction and costs of properly inspecting, monitoring and documenting the additional work caused construction engineering charges to overrun.

There are sufficient funds available in the category of work and all the increase, except $50,620, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $56,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Walt Bartel
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

NOV 7 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9594

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

DATE November 5, 1984

TO
John McCulloch
Assistant Attorney General
Trial Division
100 State Office Bldg. Salem

FROM
Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT
St. Helens Credit Union Property
and the Barker Property
Rainier Slide Area

Attached is a letter from Metro Region Operations Engineer Allan Harwood. I asked Mr. Harwood for a letter stating our position relative to the Rainier Slide.

As you can see, we are not going to accept any liability for damages to these properties.

I told Attorney Stephen Petersen I would reply to his letter as quickly as possible. Is there anything specifically you would like me to tell him?

KR:kf

cc J.B. Boyd

1983 Rainier Slide Sec, 9598
Col. Rv. Hwy.
(slide repair) #2

STATE OF OREGON

INTEROFFICE MEMO

TO: KEN ROLFE
Regional R/W Supervisor

DATE: October 31, 1984

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: RAINIER SLIDE CORRECTION

This is in response to your letter concerning the stated intent of St. Helens Federal Credit Association to file an inverse condemnation proceeding against us. It is still our position that our activities in correcting the Rainier Slide is not the cause of any damages which may have occurred to properties in the historic slide area south of "C" Street.

ACH/gw

RECEIVED
NOV 1 1984
DIST. 1 - RIGHT OF WAY

9518

J. McCulloch
legal

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
2400 SE MAILWELL, MILWAUKIE, OREGON 97222 PHONE 653-3113

RECEIVED
NOV 1 1984
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

October 31, 1984

Mr. Stephen D. Petersen
Attorney at Law
P.O. Box T
Rainier, Oregon 97048

RE: St. Helens Federal
Credit Union property
Rainier, Oregon

I received your letter and proposed complaint for the St. Helens Federal Credit Union inverse condemnation. I forwarded this to our engineering section and also to our legal section for action.

I will be contacting you in the very near future with their reply. Hopefully we can avoid this inverse condemnation action.

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd
J. McCulloch, Legal

FORM E-30

J. McCulloch
Legal

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

DATE October 31, 1984

TO AL HARWOOD
Operations Engineer
Milwaukie

FROM
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT St. Helens Federal
Credit Union Property
Rainier

I received a letter from Attorney Stephen Peterson and a copy of a complaint. He is planning to file for an inverse condemnation proceeding against us on the St. Helens Federal Credit Union property in Rainier. I have outlined this property on the attached map in yellow.

You may recall that Attorney Dick Bemis has already filed an inverse condemnation action against us on the Barker property, which is outlined in red on the map.

Is it still our position that we have not contributed to the historical slide problem existing in this area south of "C" Street? I need to know this so that I can advise our Attorney, John McCulloch, what our position is relative to this inverse condemnation proceeding.

KR:kf

cc J.B. Boyd
J. McCulloch

9318

15-F-1

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	Case No. 31503 ORDER

This matter coming on upon motion of the defendant State of Oregon to set aside the heretofore entered order of default against State of Oregon, and the court having examined the said motion and supporting memorandum and affidavit, and having heard oral arguments by a telephone conference call and being fully advised, now therefore,

IT IS HEREBY ORDERED that defendant State of Oregon's motion is allowed and that said order of default is set aside.

IT IS FURTHER ORDERED that the clerk of the court file said defendant's answer to the complaint, heretofore tendered by the defendant State of Oregon.

DATED this _______ day of October, 1984.

____
Circuit Court Judge

CERTIFICATE OF SERVICE

I hereby certify that on the 19th day of October, 1984, I served a true copy of the within Order which is well founded in law upon attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Richard Bemis
Attorney at Law
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, Oregon 97223

Leslie B. Hampton OSB# 53037
Assistant Attorney General
Of Attorneys for
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

9598

LUCAS & PETERSEN
ATTORNEYS & COUNSELORS AT LAW

ROBERT A. LUCAS
STEPHEN D. PETERSEN
TED E. GROVE
SCOTT W. HOLZEM

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048-0536
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051-1896
(503) 397-3116

CLATSKANIE OFFICE
P.O. BOX 288
CLATSKANIE, OR 97016-0288
(503) 728-2962

October 15, 1984
Rainier, Oregon

Mr. Ken Rolfe
Reginal RW Supervisor
Department of Transportation
State Highway Division
9002 S. E. McLaughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Rolfe:

I am enclosing a copy of the complaint I intend on filing against the State of Oregon concerning the St. Helens Federal Credit Union property. I have had an engineer review the property and he has confirmed that the work the state of Oregon did on Highway 30 made St. Helens Federal Credit Union property valueless. Before filing this complaint, I would like you to review this with your people and get back to me concerning settlement.

Very truly yours,

Stephen D. Petersen

SDP:lw
Enc.

cc: Mr. Don Noldge

RECEIVED
OCT 24 1984
DIST. 1-RIGHT OF WAY

C.C. Boyd

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

ST. HELENS FEDERAL CREDIT UNION, Charter No. 2730,

Plaintiff,

vs.

STATE OF OREGON, by and through it's Department of Transportation,

Defendant.

No. ____________

COMPLAINT
(Inverse Condemnation)

Plaintiff alleges:

I.

During all the times hereinafter mentioned, the above named Department of Transportation is a department of the state of Oregon and successor in authority to the Oregon State Highway Division.

II.

Defendant has authority and jurisdiction over the Oregon State Highway System. The Columbia River Highway, otherwise designated as State Highway 30, is a state highway and as such, is part of the highway system. A portion of said highway is located within Columbia County, Oregon.

III.

Plaintiff is the owner of the following described real property:

IV.

Prior to the commencement of this action, the defendant during the summer of 1983, undertook a project to improve and maintain State Highway 30 in the vicinity of plaintiff's property. During the course of construction and excavation, the defendant impaired the lateral support of adjacent property and caused slides to occur in the immediate vicinity of the plaintiff's land. As a direct result of the construction activity of defendant in improving and maintaining Highway 30, the defendant has caused an impairment of the lateral support and stability of plaintiff's property, has rendered plaintiff's property subject to slides, has made development of said property or construction thereon impossible, and has precluded any economically feasible use of said property.

V.

Said acts constitute a taking and appropriation of plaintiff's private property for public purposes without payment of just compensation in violation of Article 1, Section 18 of the Oregon Constitution and the Fifth and Fourteenth Amendments of the Constitution of the United States.

VI.

The true value of plaintiff's real property appropriated by defendant is in the sum of $15,000.00.

VII.

Pursuant to ORS 20.085 plaintiff is entitled to reasonable attorney's fees and plaintiff's costs and disbursements including the cost of appraisal and expert witness fees incurred in preparing and conducting this action.

VIII.

Pursuant to ORS 82.010, plaintiff is entitled to interest upon the just compensation for the property appropriated from the date of said appropriation until paid.

WHEREFORE, plaintiff prays for judgment against defendant in the sum of $15,000.00, together with reasonable attorney's fees, plaintiff's costs and disbursements, including the cost of appraisals and fees for experts incurred in preparing and conducting said action, with interest thereon from the date of appropriation.

LUCAS & PETERSEN

By______________________________
Stephen D. Petersen
Attorney for Plaintiff

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(21)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/24/84

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:

Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9/17/84 you are authorized to proceed with the acquisition of file 54104 as shown on R/W map IR-4-838 at a TEC of $30,000; Federal Funds $26,445.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 5 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
10/5

14. DATE 10/4/84

15. SIGNATURE OF APPROVING OFFICIAL John A Weihman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-591

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF COLUMBIA

October 4 1984

CHARLES BARKER

Plaintiff

vs.

No. 31503
HEARING NOTICE

STATE OF OREGON, by and through its
Department of Transportation

Defendant

Pursuant to rule of the Court you are hereby notified that the Motion Set Aside Default Order filed in the above entitled cause, unless otherwise agreed upon by Counsel, shall come on for Hearing before Judge John F. Hunnicutt on the 22nd day of October, 1984 at 1:30 P.M. You are, therefore, requested to be present at this hearing unless you serve and filed, with the Court, a written brief in support of your contention.

Richard C. Bemis
Bemis & Parkhurst
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, OR 97223

Leslie B. Hampton
Assistant Chief Trial Counsel
450 Justice Building
Salem, OR 97310

TRIAL COURT CLERK
By J Smiley
397-2327

Bemis 245-8823

Judge Hunnicutt 397-0157

2 P.M. Oct 19

503-378-6346-7569

done
10/19/84

RECEIVED
[illegible] 1984
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9598

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,
Plaintiff,
v.
STATE OF OREGON, by and through its Department of Transportation,
Defendant.

Case No. 31503

ORDER SETTING ASIDE DEFAULT

Based on the stipulation of the parties, the Order heretofore entered on September 5, 1984, declaring the default of the defendant State of Oregon is hereby set aside.

IT IS FURTHER ORDERED that the clerk of the court file the Answer of defendant State of Oregon which was tendered herewith.

DATED this _______ day of September, 1984.

Circuit Court Judge

IT IS SO STIPULATED:

Richard C. Bemis
Of Attorneys for Plaintiff

Leslie B Hampton
Leslie B. Hampton
Of Attorneys for Defendant

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,
Plaintiff,

v.

STATE OF OREGON, by and through its Department of Transportation,

Defendant.

Case No. 31503

ORDER SETTING ASIDE DEFAULT

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IT IS FURTHER ORDERED that the clerk of the court file the Answer of defendant State of Oregon which was tendered herewith.

DATED this _______ day of September, 1984.

____
Circuit Court Judge

IT IS SO STIPULATED:

____
Richard C. Bemis
Of Attorneys for Plaintiff

Leslie B Hampton
Leslie B. Hampton
Of Attorneys for Defendant

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,)
) Case No. 31503
Plaintiff,)
) ORDER SETTING
v.) ASIDE DEFAULT
)
STATE OF OREGON, by and through)
its Department of Transportation,)
)
Defendant.)

Based on the stipulation of the parties, the Order heretofore entered on September 5, 1984, declaring the default of the defendant State of Oregon is hereby set aside.

IT IS FURTHER ORDERED that the clerk of the court file the Answer of defendant State of Oregon which was tendered herewith.

DATED this _______ day of September, 1984.

____
Circuit Court Judge

IT IS SO STIPULATED:

____
Richard C. Bemis
Of Attorneys for Plaintiff

Leslie B Hampton
Leslie B. Hampton
Of Attorneys for Defendant

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

File

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	Case No. 31503 MOTION TO SET ASIDE ORDER OF DEFAULT

Defendant State of Oregon, pursuant to ORCP Rule 71 B, moves the court for an order setting aside an order of default against the defendant State of Oregon entered herein on or about September 5, 1984, on the grounds that said order of default was entered by mistake, inadvertence, surprise or excusable neglect.

This Motion is supported by the Memorandum and supporting Affidavit of Leslie B. Hampton, which documents are attached hereto and by this reference incorporated herein.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	Case No. 31503 MEMORANDUM IN SUPPORT OF DEFENDANT'S MOTION TO SET ASIDE DEFAULT

Defendant State of Oregon, respectfully submits its Memorandum in support of its Motion to Set Aside Order of Default against defendant State of Oregon. The Affidavit of Leslie B. Hampton, sets out the following chronology of events:

1. Late in the week of August 20, 1984, Hampton calls Richard C. Bemis to discuss this case and was advised that Mr. Bemis was on vacation. Hampton identifies himself and the subject file, Barker v. State, and asks Bemis to return the call. (Which call was not returned.).

2. On August 31, 1984, the 31st day following service of Summons and Complaint, Bemis forwards motion for default against defendant State of Oregon.

3. On September 6, 1984, Hampton first learned of motion for order of default, calls the court and is advised that the order of default was signed on September 5, 1984.

4. On September 10, 1984, Hampton reaches Bemis by telephone after earlier attempts on September 7. Bemis advises

that the motion was filed to "to get the state's attention" and that Hampton "should not worry". Hampton understands that Bemis is agreeable to the stipulated order setting aside the default.

5. Hampton forwards to Bemis proposed stipulated order setting aside default together with a copy of the state's proposed answer to the Complaint.

6. September 24, Hampton returned ~~from~~ To office following attendance at the State Bar Convention, receives Bemis' letter dated September 17, 1984, which letter returned the stipulated order setting aside default and stated that he had not agreed to set aside the default but intended during the September 10, 1984, conversation to only agree that he would not apply for a judgment establishing just compensation based on the default without affording the state an opportunity to introduce evidence concerning the value issue.

ORCP Rule 71 B provides that orders of default may be set aside based on, (a) mistake, inadvertence, surprise, or excusable neglect * * * or (c) * * *, or other misconduct of an adverse party; * * * Rule 71 (B) is based on ORS 18.160. Coleman v. Meyer, 261 Or 129, 493 P2d 48 (1972) points out that a motion to vacate an order of default under that statute is addressed to the sound legal discretion of the trial judge. The court at page 134, sets out the basic rules:

> The action of a trial court in refusing to set aside a judgment or a decree will not be overruled except for a manifest abuse of discretion. Williamson v. Allen, 244 Or 55, 59, 415 P2d 733 (1966); Peake v. Peake, 242 Or 386, 389-90,

> 408 P2d 206 (1965). However, the section should be construed to the end that every defendant should have an opportunity to have his day in court, Snyder v. Consolidated Highway Co., 157 Or 479, 484, 72 P2d 932 (1937), and the court's discretion is controlled by fixed legal principles and must not be excercised arbitrarily, but, rather, it should be exercised to conform with the spirit of the statute and not to defeat the ends of substantial justice. Peters v. Dietrich, 145 Or 589, 594, 27 P2d 1015 (1934); Carmichael v. Carmichael, 101 Or 172, 175, 199 P 385 (1921).

Coleman v Meyer 261 Or 129

The defendant State of Oregon has a meritorious defense against plaintiff's complaint. The basic issues are whether or not there has been subsidence in plaintiff's property and if so, whether there is any connection between the defendant state's construction activity and such sliding, if any. The state's proposed Answer to the Complaint is forwarded herewith.

Under the circumstances of this case, defendant state's failure to file a timely appearance is due to mistake, inadvertence, surprise or excusable neglect on the part of the state's undersigned attorney. The conduct of the state's attorney must be judged in the light of his heavy work schedule at the critical time, the staff support available to him, his twenty-five years of friendship with Mr. Bemis and a twenty year relationship as friendly, reasonable adversaries. With respect to pleadings, neither Hampton or Bemis in twenty years had every moved for an order of default against their respective clients. Mr. Bemis received an informal extension of time within which to appear in almost every one of the numerous condemnation cases he handled over the years. A definite pattern of informality in handling pleading filing dates was established. Under the circumstances, Hampton was reasonable in believing that:

1. Bemis would probably agree that reasonable added time was necessary for further engineering and geological investgations so that the state could more intelligently answer to the Complaint.

2. Bemis would return Hampton's call on the Barker case before moving for an order of default.

3. Bemis, in any event, would not move for an order or default without prior contact or notice with the Trial Division of the Department of Justice.

In summary, defendant State of Oregon submits that it has acted deligently after first knowledge of the entry of the order of default; that the order of default was issued due to the "mistake, inadvertence, surprise, or excusable neglect" of defendant's counsel; that it has a meritorious defense as illustrated by defendant's answer to the Complaint which is forwarded herewith. Justice dictates defendant should have its day in court. The taxpayers should not be penalized under these circumstances. The order of default should be set aside and the clerk of the court be directed to accept defendant's proposed answer to the complaint for filing.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	Case No. 31503 AFFIDAVIT OF LESLIE B. HAMPTON

STATE OF OREGON)
) ss.
County of Marion)

I, Leslie B. Hampton, being first duly sworn on oath, depose and say:

That I am now, and for the past thirty years, have been an Assistant Attorney General in the State of Oregon. I have been assigned the defense of the defendant State of Oregon in the above captioned case.

The Summons and Complaint in this case, were served on the defendant State of Oregon on or about July 31, 1984, and was assigned to me for handling on or about August 10, 1984. The plaintiff is represented by Attorney Richard C. Bemis of Portland, Oregon. I have known Mr. Bemis for approximately twenty-five years. For approximately five years, Mr. Bemis and I served as fellow assistant attorneys general assigned to the Oregon Highway Division (then State Highway Department). Thereafter, for the past approximately twenty years, Mr. Bemis has been in private practice in Portland, Oregon. During the entire twenty years, Mr. Bemis and I maintained friendly personal relations. During that period of time I represented the State of Oregon in numerous condemnation cases wherein, Mr. Bemis represented the property owner. There have also been occasional inverse condemnation cases where Mr. Bemis represented the owner and I represented the defendant State of Oregon. In nearly every condemnation case, Mr. Bemis was granted an informal extension of time within which to appear on behalf of the landowner. During the twenty year period, neither Mr. Bemis or I have ever moved for an order of default against our respective clients. Moreover, to my information and belief, Mr. Bemis has never moved for an order of default against the state in any other case handled by other state lawyers.

Upon the referenced case being assigned to me, I reviewed the Complaint and requested further information from the Engineering and Right-of-Way Departments of the Oregon Highway Division. I became aware that further engineering and geological studies would be necessary in connection with the state's defense in this case. I was generally aware that an appearance was due sometime in late August or early September, 1984. I was very busy during the month of August. In addition to my administrative duties and routine work on my case load, I prepared and tried a property damage case in Roseburg, beginning August 21, 1984. I prepared for trial a large condemnation case which was scheduled to begin on August 27, 1984, in Portland, which case was postponed shortly before trial.

There has been a 100% turnover since January, 1984 in the six person Trial Division support staff. During the last two weeks in August, the management assistant in charge of the support staff was absent from the office for major surgery. One administrative assistant resigned and departed the staff in late August. The remaining administrative assistant, with but temporary help, handled all Trial Division administrative duties. As a consequence, I did not receive a customary reminder, three or four days prior to the appearance date in this case.

Late in the week of August 20, 1984, I called Mr. Bemis to discuss this case and was informed by his secretary that he was on vacation. I identified myself, and this case, Barker v. State, and asked that Mr. Bemis call me on the case. Mr. Bemis never returned that call. After contacting Mr. Bemis' office, the necessity of an appearance was not a real concern and the matter slipped from my mind.

Thereafter, on August 31, 1984, the 31st day after service of the Complaint, plaintiff moved the court for an order of default against the defendant State of Oregon. A copy of that motion was received on or about September 4, 1984, in the central office of the Department of Justice. The motion was not transmitted to the Trial Division but was sent to the office of Jack L. Sollis, Assistant Attorney General and Highway Counsel, whose office is in the Transportation Building. The motion for an order of default first came to Mr. Sollis' attention on

September 6, 1984, when he called me. On that same day I contacted the court and learned that the Order of Default had been signed by the court on September 5, 1984.

On September 7, 1984, I attempted to reach Mr. Bemis by telephone, but he was out of the office. On Monday, September 10, Mr. Bemis returned my call. We discussed the order of default. Mr. Bemis advised me that he had filed his motion, "to get the state's attention", and that I "should not worry about it". It was my understanding from the conversation that Mr. Bemis had agreed to set the order of default aside. I prepared and forwarded to Mr. Bemis a stipulated order for the setting aside of the default and also forwarded to him a copy of the state's proposed answer to the Complaint. Attached hereto as Exhibits 1, 2 and 3 are copies of my transmittal letter, the proposed Stipulated Order and the proposed Answer.

By letter dated September 17, 1984, Mr. Bemis returned the proposed stipulated order to me without execution. A copy of the letter is attached as Exhibit 4. In his transmittal letter, Mr. Bemis explained that his intention was not to agree to set aside the default but only to agree that he would not apply for a judgment to establish the amount of compensation for the alleged taking without providing the state with an opportunity to introduce evidence concerning that issue.

On my return to the office on September 24, 1984, after attending the Oregon State Bar Convention, I received Mr. Bemis' letter and immediately started preparing the within Motion.

The Order of Default against the defendant State of Oregon was entered in this case because of mistake, inadvertence, surprise or excusable neglect by myself. Based on twenty-five years of personal friendship and professional relationship, it was reasonable for me to believe that:

1. Mr. Bemis would recognize that it was in the mutual interest of the parties that further engineering and geological studies by the state be completed so that a basis for negotiations could be established and/or a more intelligent answer to the Complaint be filed by the state. I had no reason to believe that Mr. Bemis would not agree to added time for the filing of the state's answer.

2. It was reasonable for me to assume that Mr. Bemis would return my call on this case, when he returned from vacation prior to moving for an order of default against the state.

3. Based on twenty years as friendly adversaries, it was reasonable to believe that Mr. Bemis, in no event, would move for a default against the state without contacting the Trial Division of the Department of Justice.

The course of conduct is so "out of character", I still find it difficult to believe that after a twenty-five year working relationship, that Mr. Bemis would seek unfair advantage of mistake inadvertance or excusable neglect by the state's counsel and without prior notice, move for an order of default against the state.

The state has a meritorious defense against the allegations in the complaint and factual issue related to liability must be addressed by the jury. An answer to the complaint is tendered herewith for filing.

This affidavit is made in good faith and in support of the defendant state's motion to set aside the order of default against the state.

DATED this 27th day of September, 1984.

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310

SUBSCRIBED AND SWORN TO before me this 27th day of September, 1984.

Notary Public for Oregon
My Commission Expires: __________

September 12, 1984

Richard C. Bemis
Attorney at Law
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, Oregon 97223

Re: Charles Barker v. State of Oregon
Columbia County Circuit Court Case No. 31503

Dear Dick:

Pursuant to our telephone conversation last Friday, I forward herewith an original and three copies of a proposed Order setting aside the Order of Default against the defendant State of Oregon. I also enclose a copy of an Answer that I will file on behalf of the state. Please execute and return the original and a copy of said proposed Order. I will then file the Order and the Answer.

I am ordering a geological study related to the slide area, the subject lot and the state's construction activities. When the report is received in a month or so, we will can determine whether the state is interested in negotiating for the purchase of subject lots.

Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH/cc

Enclosures

EX-1-

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	Case No. 31503 ORDER SETTING ASIDE DEFAULT

Based on the stipulation of the parties, the Order heretofore entered on September 5, 1984, declaring the default of the defendant State of Oregon is hereby set aside.

IT IS FURTHER ORDERED that the clerk of the court file the Answer of defendant State of Oregon which was tendered herewith.

DATED this _______ day of September, 1984.

____
Circuit Court Judge

IT IS SO STIPULATED:

____
Richard C. Bemis
Of Attorneys for Plaintiff

Leslie B Hampton
Leslie B. Hampton
Of Attorneys for Defendant

EX-2

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	Case No. 31503 ANSWER

Defendant State of Oregon for its answer to complaint, admits, denies and alleges:

I

Admits paragraphs I, II and III.

II

In answer to paragraph IV, admits that defendant had a project to improve and maintain State Highway 30 during the summer of 1983, but denies each and every other allegation in said paragraph.

III

Denies paragraphs V, VI, VII and VIII.

WHEREFORE, having fully answered the plaintiff's Complaint, defendant State of Oregon, prays that plaintiff take nothing, that his Complaint be dismissed and that defendant recover its

/////

/////

/////

EX-5-

costs and disbursements incurred herein.

DATED this 12th day of September, 1984.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 12th day of September, 1984, I served a true copy of the within Answer upon the attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Richard C. Bemis
Attorney at Law
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, Oregon 97223

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

cc

BEMIS & PARKHURST
ATTORNEYS AT LAW
413 BENJAMIN FRANKLIN COMMONS
9370 S. W. GREENBURG ROAD
PORTLAND, OREGON 97223

(503) 245-6623

RICHARD C. BEMIS
JOHN M. PARKHURST

September 17, 1984

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Barker v. State of Oregon
Case No. 31503

Dear Les:

I apologize if there has been a misunderstanding concerning the default in the above entitled matter. It was not my intention to agree that the default be set aside pending your determination of whether to accept responsibility for the slide damage to my client's property. It was my intention to assure you that no application would be made for a judgment establishing just compensation by reason of the entry of default judgment without providing you with the opportunity to introduce evidence concerning that issue.

As a result I am, therefore, returning your proposed stipulations, which I have not signed. I assume this matter will resolve itself when you have completed your geological and engineering studies.

Yours very truly,

Dick

Richard C. Bemis

RCB/es
Enclosures

EX-4

CERTIFICATE OF SERVICE

I hereby certify that on the 27th day of September, 1984, I served a true copy of the within Motion to Set Aside Order of Default, Memorandum in Support of Defendant's Motion to Set Aside Default, and Affidavit of Leslie B. Hampton upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Richard C. Bemis
Attorney at Law
Bemis & Parkhurst
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, Oregon 97223

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

cc

9578

BEMIS & PARKHURST
ATTORNEYS AT LAW
413 BENJAMIN FRANKLIN COMMONS
9370 S. W. GREENBURG ROAD
PORTLAND, OREGON 97223

(503) 245-8823

RICHARD C. BEMIS
JOHN M. PARKHURST

September 17, 1984

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Barker v. State of Oregon
Case No. 31503

Dear Les:

I apologize if there has been a misunderstanding concerning the default in the above entitled matter. It was not my intention to agree that the default be set aside pending your determination of whether to accept responsibility for the slide damage to my client's property. It was my intention to assure you that no application would be made for a judgment establishing just compensation by reason of the entry of default judgment without providing you with the opportunity to introduce evidence concerning that issue.

As a result I am, therefore, returning your proposed stipulations, which I have not signed. I assume this matter will resolve itself when you have completed your geological and engineering studies.

Yours very truly,

Dick

Richard C. Bemis

RCB/es
Enclosures

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 17, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-1(21)
Rainier Slide Section
Columbia County
File No. 54104

I request authorization to proceed with the actual acquisition of File No. 54104 at an estimated cost of $30,000.00 with an obligation of $26,445.00 in Federal funds (Appn 010). The area to be acquired is as outlined in red on the enclosed print of map IR-4-838. This file does not require a relocation or moving allowance.

RDS:me
Attachment
cc: J. B. Boyd
Don Aman
— General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: September 14, 1984

Donald A Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Rainier Slide Section
Columbia River Highway
Columbia County
Project #F-1(21)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $30,000 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54104 as shown on map 1R-4-838.

DA:jh
attach.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ____
SEP 14 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

7571 1-84

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 12, 1984

J. H. Versteeg
Road Design Engineer

File 54104
Rainier Slide Section
Columbia River Highway
Columbia County

Attached is a description (1 file), an authorization, correspondence and right of way prints covering additional right of way required for the subject project.

ORIGINAL SIGNED BY
G. F. STRAWN

By:

George F. Strawn
R/W Descriptions Supervisor

GFS:jc
Attachments

I HEREBY CERTIFY THAT THE FOREGOING
IS A TRUE COPY OF THE ORIGINAL
THEREOF.

Attorney for ____________________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	No. COMPLAINT (Inverse Condemnation)

Plaintiff alleges:

I

During all the times hereinafter mentioned, the above named Department of Transportation is a department of the State of Oregon and successor in authority to the Oregon State Highway Division.

II

Defendant has authority and jurisdiction over the Oregon State Highway System. The Columbia River Highway, otherwise designated as State Highway 30, is a state highway and as such is part of the state highway system. A portion of said highway is located within Columbia County, Oregon.

III

Plaintiff is the owner of the following described real property:

> The east 1/2 of Block 7 and the south 1/2 of Block 16, Dobbins Addition, City of Rainier, Columbia County, Oregon.

////

IV

Prior to the commencement of this action, the defendant during the summer of 1983 undertook a project to improve and maintain State Highway 30 in the vicinity of plaintiff's property. During the course of construction and excavation, the defendant impaired the lateral support of adjacent property and caused slides to occur in the immediate vicinity of the plaintiff's land. As a direct result of the construction activity of the defendant in improving and maintaining Highway 30, the defendant has caused an impairment of the lateral support and stability of plaintiff's property, has rendered plaintiff's property subject to slides, has made development of said property or construction thereon impossible and has precluded any economically feasible use of said property.

V

Said acts constitute a taking and appropriation of plaintiff's private property for public purposes without payment of just compensation in violation of Article 1, Section 18 of the Oregon Constitution and the Fifth and Fourteenth Amendments of the Constitution of the United States.

VI

The true value of plaintiff's real property appropriated by defendent is the sum of $30,000.

VII

Pursuant to ORS 20.085 plaintiff is entitled to reasonable attorney's fees and plaintiff's costs and disbursements including the cost of appraisal and expert witness fees incurred in preparing and conducting this action.

VIII

Pursuant to ORS 82.010 plaintiff is entitled to interest upon the just compensation for the property appropriated from the date of said appropriation until paid.

WHEREFORE plaintiff prays for judgment against defendant in the sum of $30,000, together with reasonable attorney's fees, plaintiff's costs and disbursements, including the cost of appraisals and fees for experts incurred in preparing and conducting said action, with interest thereon from the date of appropriation.

RICHARD C. BEMIS, OSB #57009
Attorney for Plaintiff

9597

9-5-84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,
Plaintiff,
v.
STATE OF OREGON, by and through its Department of Transportation,
Defendant.

Case No. 31503

ANSWER

Defendant State of Oregon for its answer to complaint, admits, denies and alleges:

I

Admits paragraphs I, II and III.

II

In answer to paragraph IV, admits that defendant had a project to improve and maintain State Highway 30 during the summer of 1983, but denies each and every other allegation in said paragraph.

III

Denies paragraphs V, VI, VII and VIII.

WHEREFORE, having fully answered the plaintiff's Complaint, defendant State of Oregon, prays that plaintiff take nothing, that his Complaint be dismissed and that defendant recover its

/////

/////

/////

costs and disbursements incurred herein.

DATED this 12th day of September, 1984.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B Hampton

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 26th day of September, 1984, I served a true copy of the within Answer upon the attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Richard C. Bemis
Attorney at Law
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, Oregon 97223

Leslie B Hampton

Leslie B. Hampton, OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

cc

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,)
Plaintiff,) Case No. 31503
v.) ORDER SETTING ASIDE DEFAULT
STATE OF OREGON, by and through its Department of Transportation,)
Defendant.)

Based on the stipulation of the parties, the Order heretofore entered on September 5, 1984, declaring the default of the defendant State of Oregon is hereby set aside.

IT IS FURTHER ORDERED that the clerk of the court file the Answer of defendant State of Oregon which was tendered herewith.

DATED this _______ day of September, 1984.

____
Circuit Court Judge

IT IS SO STIPULATED:

____
Richard C. Bemis
Of Attorneys for Plaintiff

Leslie B Hampton
Leslie B. Hampton
Of Attorneys for Defendant

9597

September 12, 1984

Richard C. Bemis
Attorney at Law
413 Benjamin Franklin Commons
9370 S.W. Greenburg Road
Portland, Oregon 97223

Re: Charles Barker v. State of Oregon
Columbia County Circuit Court Case No. 31503

Dear Dick:

Pursuant to our telephone conversation last Friday, I forward herewith an original and three copies of a proposed Order setting aside the Order of Default against the defendant State of Oregon. I also enclose a copy of an Answer that I will file on behalf of the state. Please execute and return the original and a copy of said proposed Order. I will then file the Order and the Answer.

I am ordering a geological study related to the slide area, the subject lot and the state's construction activities. When the report is received in a month or so, we will can determine whether the state is interested in negotiating for the purchase of subject lots.

Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH/cc

Enclosures

7578

RECEIVED
SEP 0[illegible] 1984
LEGAL

BEMIS & PARKHURST
ATTORNEYS AT LAW
413 BENJAMIN FRANKLIN COMMONS
9370 S. W. GREENBURG ROAD
PORTLAND, OREGON 97223

(503) 245-8823

RICHARD C. BEMIS
JOHN M. PARKHURST

August 31, 1984

The Honorable James A. Mason
Presiding Circuit Court Judge
Columbia County Courthouse
First Street
St. Helens, Oregon 97051

Re: Barker v. State of Oregon
Case No. 31503

Dear Judge Mason:

Enclosed is a Motion and proposed Order of Default in connection with the above entitled matter. If the same meets with your approval, please request your clerk to complete and return the enclosed post card indicating the date on which the Order is signed and filed.

Thank you for your courtesy and assistance.

Yours very truly,

RICHARD C. BEMIS
Richard C. Bemis

RCB/es
Enclosures

cc: Dave Frohnmayer
Attorney General

Default signed
9/5/84

J. Mason
377-0157

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER,
Plaintiff,
v.
STATE OF OREGON, by and through its Department of Transportation,
Defendant.

No. 31503

ORDER OF DEFAULT

This matter coming on regularly upon motion of the plaintiff for an order declaring and entering the default of defendant, State of Oregon, and it appearing to the court that service of summons and complaint was made on said defendant on July 31, 1984, and that the defendant has failed to appear or answer such complaint, and it appearing that the time allowed by law for answering or appearing has expired and that said defendant is in default, now therefore it is

ORDERED that the defendant, State of Oregon, be and hereby is declared to be in default, and the clerk of this court is hereby ordered to enter said default in the court records as required by law.

DATED this 5th day of September, 1984.

____
CIRCUIT COURT JUDGE

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff, v. STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	No. 31503 MOTION FOR ORDER OF DEFAULT

Plaintiff moves for an order of the court declaring and entering the default of the State of Oregon based on the files and records herein showing that said defendant was served with summons and complaint on July 31, 1984. The time allowed by law for appearing and answering the complaint filed herein has expired and said defendant has not answered or otherwise appeared herein.

RICHARD C. BEMIS

RICHARD C. BEMIS, OSB #57009
Attorney for Plaintiff

CERTIFICATE OF MAILING

I hereby certify that on the 31 day of August, 1984, I served the foregoing MOTION AND ORDER OF DEFAULT ________________ upon the following attorneys by mailing to said attorneys a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, and deposited in the post office at Portland, Oregon, on said day, addressed to said attorneys as follows:

Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, Oregon 97310

RICHARD C. BEMIS
Of Attorneys for **Plaintiff**

CERTIFIED TO BE A TRUE COPY.

Richard C. Bemis
Of Attorneys for **Plaintiff**

9571

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project RAINIER SLIDE
Highway Lower Columbia River Hwy. No. 2W
County Columbia
Purpose of Work Slide investigation
Equipment Longyear (69-893)
Geologist C. J. Eshelman
Driller Hatcher, Hartman
Hole Location "C" Line, Sta. 5 + 16 Lt. 65' ~~Rt.~~ ~~Rt.~~

Hole No. TB-128
Prefix 5-1005-900
Bridge No.
Tube Elev. 128.4
Recorder Jennison
Ground Elev.

Tests
"N" — Standard Penetration, No.
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type HQ No. 16
"U" — Undisturbed Sample, Size 2.5" No. 2

Drilling Method
Auger Depth
HQ Casing Depth 75
Open Depth
Total Depth 75

Groundwater Level

Date	Depth
8-31-84	13.4

Date Started 8-23-84
Date Completed 8-28-84
Sample Data Sheet No. A-31830

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
	C-1	(0-7.3')	5	68				0 - 8'
								Mottled gray-brown soft-stiff clay
7.3								
	U-1	(7.3 - 9.3')	2	100				
9.3								8 - 16'
	C-2	(7.3 - 12.3')	2.6	52				Brown-gray hard clay
12.3								Trovane reading 0.26TSF @ 9.3'
	U-2	(12.3 - 14.3')	1.8	90				Slickenslides @ 11'
14.3								
	C-3	(12.3 - 17.3')	3.6	72				
17.3								16 - 20'
								Light green-gray firm-hard ash
	C-4	(17.3 - 22.3')	4.9	98				
22.3								20 - 41'
								Dark brown hard clay with weathered coarse sand.
	C-5	(22.3 - 27.3')	3.7	74				
								Zone of weathered coarse sand @ 22'
27.3								
	C-6	(27.3 - 31.3')	4	100				Zone of weathered gravel @ 38'
31.3								
	C-7	(31.3 - 36.3')	5	100				
36.3								
	C-8	(36.3 - 41.3')	3.3	66				

734-3976 (REV. 12-82)

Hole No. TB-128 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
41.3								
	C-9	(41.3 - 45.3')	4	100				41 - 52' Dark-brown stiff-hard clay with organic zones.
45.3								
	C-10	(45.3 - 51.3')	5.3	88				Zones of weathered gravel @ 46', 49'
51.3								
	C-11	(51.3 - 57')	4.9	86				52 - 58' Mottled gray-brown hard clay and weathered gravels.
57								
	C-12	(57 - 62')	2.9	58				Zone of weathered 2" gravels @ 58' 58 - 62' Mottled brown-gray weathered stiff-hard ash Slickenslide @ 60'
62								
	C-13	(62 - 64')	2	100				62 - 75' Dark-brown to brown stiff-hard clay with zones of organic material
64								
	C-14	(64 - 67')	1.6	53				
67								
	C-15	(67 - 71')	4	100				Zone of weathered coarse sand @ 68.5'
71								
	C-16	(71 - 75')	4	100				
75								
								END OF HOLE Installed 76.5' of aluminum inclinometer tubing. 6.5' piece on the bottom, then 10' sections after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project RAINIER SLIDE		**Hole No.** TB-127
Highway Lower Columbia River Hwy. No. 2W	**County** Columbia	**Prefix** 5-1005-900
Purpose of Work Slide investigation		**Bridge No.**
Equipment Longyear (69-893)		**Tube Elev.** 82.8
Geologist C. J. Eshelman	**Driller** Hatcher, Hartman	**Recorder** Jennison
Hole Location "L" Line, Sta. 390+57 Lt. 106' XX. XX.		**Ground Elev.**

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 1	Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	"HQ" Casing Depth	70	8-24-84	7.7'
"C" — Core, Barrel Type "HQ"	No. 14	Open Depth			
"U" — Undisturbed Sample, Size 2.5"	No. 5	Total Depth	70		

Date Started 8-20-84 **Date Completed** 8-23-84 **Sample Data Sheet No.** A-31827, A-31828

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.O.D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								
	C-1	(0 - 7')	1.6	23				0 - 34'
								Mottled gray-brown soft-medium
								clay with occasional gravel (1½-2")
7	U-1	(7 - 9')	1.7	85				
9								Torvane reading @ 9' = 0.5TSF
	C-2	(7 - 12')	1.3	26				
12	U-2	(12 - 14')	1.4	70				
14								Torvane reading @ 14' = 0.55 TSF
	C-3	(12 - 17')	1.6	32				
17	U-3	(17 - 19')	1.5	75				Slickenslides @ 17.5', 23'
19								Too many gravels to use Torvane @ 19'
	C-4	(17 - 22')	1.2	24				
22	U-4	(22 - 24')	1.5	75				
24								
	C-5	(22 - 27')	1.3	26				
27	U-5	(27 - 29')	1.8	90				
29								
	C-6	(27 - 32')	0.9	18				
32	N-1	6-10-12/0.5'	1.5	100			39	
33.5								34' - 38'
	C-7	(32 - 37')	4.0	80				Brown medium-stiff clay with occasional
37								weathered gravel (3/4 - 1") thin
								organic zone at 34'

734-3976 (REV. 12-82)

Hole No. TB-127 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
37	C-8	(37 - 42')	5.0	100				38 - 41.5' Mottled gray-brown stiff-hard clay slickenslides @ 38.5, 39.5 & 40.5
42	C-9	(42 - 47')	4.0	80				41.5 - 56.5' Mottled gray-green firm weathered ash Slickenslides @ 42, 43, 44, 50.5, 51, 52, 53 and 56'
47	C-10	(47 - 52')	4.2	84				
52	C-11	(52 - 57')	4.3	86				
57	C-12	(57 - 62')	3.6	72				56.5 - 67' Mottled gray-brown firm ash with occasional weathered gravel (1½-2") Slickenslide @ 57.5'
62	C-13	(62 - 67')	4.6	92				
67	C-14	(67 - 70')	3.0	100				67 - 70' Gray-green soft claystone Slickenslide at 67'
70								END OF HOLE Installed 71.5' of aluminum inclinometer tubing. Joints 1.5' from bottom and 10' apart after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project	RAINIER SLIDE	Hole No.	TB-126
Highway	Lower Columbia River Hwy. No. 2W County Columbia	Prefix	5-1005-900
Purpose of Work	Slide investigation	Bridge No.	
Equipment	Longyear (69-893)	Tube Elev.	87.8
Geologist	C. J. Eshelman Driller Hatcher, Hartman	Recorder	Jennison
Hole Location	"L" Line, Sta. 394+21 Lt. 82.5' XX. XX.	Ground Elev.	

Tests

"N" — Standard Penetration,		No. 5
"M" — Oregon Miniature Pile,		No.
"C" — Core, Barrel Type	HQ	No. 16
"U" — Undisturbed Sample, Size	2.5"	No. 3

Drilling Method

HQ

Auger Depth	
Casing Depth	75
Open Depth	
Total Depth	75

Groundwater Level

Date	Depth
8-21-84	38.3'

Date Started 8-14-84

Date Completed 8-17-84

Sample Data Sheet No. A-31826

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
2								0 - 2'
	C-1	(0 - 5.5')	4.2	76				Gray basalt (buttress rock)
								2 - 60'
5.5								Mottled red-brown to gray-brown stiff-hard clay with occasional weathered gravel.
	U-1	(5.5 - 7.5')						
7.5								
	C-2	(5.5 - 10.5')	0.6	12				Zone of 2" gravel @ 6'
								Torvane reading of 0.7 TSF @ 7.5'
10.5								
	U-2	(10.5 - 12.5')						
12.5								Torvane reading of 0.65 TSF @ 12.5'
	C-3	(10.5 - 15.5')	2.7	54				
								Slickenslide @ 14.5'
15.5								Torvane reading of 0.6 TSF @ 15'
	U-3	(15.5 - 17.5')						Slickenslide @ 16'
17.5								
	C-4	(15.5 - 20.5')	3.5	70				Torvane reading over 1 TSF @ 17.5'
20.5								
	C-5	(20.5 - 22)	1.2	80				
22	N-1	8-13-17/0.5'	1.5	100			37	
23.5								
	C-6	(22 - 27')	4.5	90				
27								
	N-2	8-10-15/0.5'	1.5	100			38	Zone of weathered gravel @ 28'
28.5								
	C-7	(27 - 32')	4	80				
32								
	N-3	9-14-17/0.5'	1.5	100			37	
33.5								
	C-8	(32 - 37')	3	60				
37								

Hole No. TB-126 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
37	N-4	9-15-23/0.5	1.5	100			38	
38.5	C-9	(37 - 42')	3.9	78				
42	N-5	11-18-26/0.5'	1.5	100			35	
43.5	C-10	(42 - 47')	4	80				
47	C-11	(47 - 52')	4.1	82				Zone of weathered gravel @ 49'
52	C-12	(52 - 57')	5	100				
57	C-13	(57 - 62')	5	100				Zone of weathered gravel @ 59' 60 - 62' - Gray gravel (1 - 3") with brown clay. Some organic material.
62	C-14	(62 - 67')	4.8	96				62 - 68' Red-brown hard sandy-clay with occasional weathered gravel
67	C-15	(67 - 72')	5	100				68 - 75' Gray gravel (1 - 4") partly weathered with brown clay
72	C-16	(72 - 75')	3	100				
75								END OF HOLE Installed 76.5' of aluminum inclinometer tubing. First joint is at 6.5' from bottom, then 10' sections after that.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project	RAINIER SLIDE		
Highway	Lower Columbia River Hwy. No. 2W	County	Columbia
Purpose of Work	Slide investigation		
Equipment	Longyear 69-893		
Geologist	C. J. Eshelman	Driller	Hatcher
Hole Location	"C" Line, Sta. 12+5 Lt. 14' ~~C.L.~~ ~~Rt.~~		

Hole No.	TB-125
Prefix	5-1005-900
Bridge No.	
Tube Elev.	
Recorder	Jennison
Ground Elev.	159.7

Tests

"N" — Standard Penetration,		No.	2
"M" — Oregon Miniature Pile,		No.	
"C" — Core, Barrel Type	H.Q.	No.	
"U" — Undisturbed Sample, Size		No.	

Drilling Method

	Auger Depth	
H.Q.	Casing Depth	58.5
	Open Depth	
	Total Depth	58.5

Groundwater Level

Date	Depth
5-21-84	7'

Date Started 5-9-84

Date Completed 5-11-84

Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								0 - 17.5'
	C-1	(0-7.5')	0.9	12				Brown silty-clay mixed with (3" -0) gravels
5								
	N-1	2-3-4 (7.5-9')	0.8	53				
10								
	C-2	(7.5-12.5)	0.8	16				
15	C-3	(12.5-17.5')	0.5	10				
	N-2	4-6-9 (17.5-19')	1.5	100				17.5 - 22.5' Red-brown silty-clay with occasional highly weathered gravel Slip plane @ 20'
20								
	C-4	(17.5-22.5')	4.5	90				22.5 - 32.5'
25	C-5	(22.5-27.5)	4.6	92				Gray-brown silty-clay with zones of highly weathered coarse sand, and pieces of wood
								Slip planes @ 27, 27.5 and 28.5' very soft zone @ 30'
30	C-6	(27.5-32.5')	5	100				
								32.5 - 58.6 Mottled gray-green and reddish-brown silty-clay with highly weathered gravels, and pieces of unweathered basalt cobbles. Slip planes @ 39, 45, 47 and 55'.
35	C-7	(32.5-37.5')	2	40				

Hole No. TB-125 Page 2 of 2

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R. Q. D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
40	C-8	(37.5-42.5')	5	100				
								Thin zone of hard reddish-brown clay @ 43'
45	C-9	(42.5-47.5')	4.5	90				
50	C-10	(47.5-52.5')	4.5	90				
55	C-11	(52.5-57.5')	5	100				
	C-12	(57.5-58.6')	1.1	100				
60								58.6' BOTTOM OF HOLE
								Installed 60' steel inclinometer tubing
								Joints at 10, 30, 50

FORM E-30 9598

Les Hampton
legal

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE August 22, 1984

TO Clarence Eshelman
Geologist
Region I - Milwaukie

FROM
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT The Charles Barker Property
Rainier Slide Section
Columbia River Highway
Columbia County

State Attorney Les Hampton has advised us that Mr. Charles Barker has filed an inverse condemnation complaint against the State.

Mr. Barker claims that property he owns in Rainier, being the east half of Block 7 and the south half of Block 16, Dobbins Addition, has been rendered unusable because of slide conditions resulting from our construction activities.

Would you please investigate this property and see if there is any evidence of a slide which could be caused by our working in the area.

KR:kf

cc L. Hampton, Legal
J.B. Boyd

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

Drill logs Test hold readings:
- initial reading -
origonal readings in inches -
Through 1-23-85
new instrument readings in feet

DATE August 17, 1984

TO
LES HAMPTON
Asst. Attorney General
Trial Division
State Office Building
Salem

FROM
Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT
Barker Property
Rainier Slide Section
Lower Columbia River Highway
FAP F-1(21)

Enclosed is information I dug out of our files on Rainier Slide. The large map was obtained from Clarence Eshelman, Region Geologist. The red line indicates where the major slide line was located. It was Al Harwood's opinion we would buy those properties bisected by this line, but not go any further to the south. I had previously conveyed this information to Mr. Barker's attorney.

I talked to Eshelman today, and he said the inclinometers indicated there has been no slippage in this area for several months.

I have also enclosed a letter from Russell Langridge, the USDA Soil Scientist in the Rainier area. He has informed us that he is willing to testify, if necessary, to the instability of this area and what has caused the instability.

Please give me a call if you have any questions about this information.

KR:kf

encs.

9591

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 9

R[illegible]

T[illegible] DIVIS[illegible]
SALEM, OREGON

In Reply Refer to
File No.:

August 17, 1984

Les Hampton, Assistant
Attorney General
Trial Division
Department of Justice
100 Justice Building
Salem, OR 97310

RE: Charles Barker
Inverse Condemnation
Rainier Slide

I am sending you a copy of a map showing the relationship between the property covered in this inverse condemnation suit and the other properties acquired for the Rainier Slide.

This is a historical slide area and the Highway Division has had problems for many years.

Prior to 1982, slide damage was limited to the area north of the highway. In 1982 we acquired right-of-way for the slide correction project. When the contractor started removing slide material, the uphill slide started moving. During 1982 and 1983 we acquired several properties that showed slide damage.

We have dealt with Charles Barker on three separate occasions since 1982. We now believe we have acquired all of his property that is threatened by the slide. The property covered by the inverse condemnation is believed to be beyond the limits of the slide.

All of the contacts with Mr. Barker were conducted by the Region 1 Right of Way Office. Ken Rolfe will send you copies of correspondence and other information relating to this lawsuit.

Let me know if I can be of any further help.

Rod

Rod Henry, Assistant
Right of Way Manager

RH:jr
attach.

cc: Ken Rolfe

August 10, 1984

J. B. Boyd
Right of Way Manager
120 Transportation Building
Salem, Oregon 97310

Re: Charles Barker v. State of Oregon (DOT)
Columbia County Circuit Court No. 31903

Dear Bruce:

I forward herewith a copy of an inverse condemnation case that was recently filed by Richard C. Bemis in Columbia County. Mr. Bemis alleges that his client owns certain described real property in the City of Rainier, Columbia County and that as a result of construction activity on the adjacent State Highway 30 said property suffered a loss of lateral support and stability. The prayer is for $30,000 together with costs and attorney fees.

Please have an investigation made to determine the basis of this claim. We probably have had prior contact with Mr. Barker. I need to know the basis of the claim and need to have copies of the material, if any, we have collected in connection with this client. DOT's first appearance is now due on August 30, 1984, if the time is not extended. I would appreciate the requested information as soon as possible.

Sincerely,

Leslie B. Hampton
Assistant Attorney General

LBH:le

cc: John R. McCulloch, Jr.
Ken Rolfe

9592

Hampton

4:30p.m
7/31/84
Ivan Tushenko

In the Circuit Court of the State of Oregon

for the County of Columbia

CHARLES BARKER,

Plaintiff

vs.

STATE OF OREGON, by and through its Department of Transportation

Defendant

No. 31503

SUMMONS

To Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, Oregon 97310

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Richard C. Bemis

SIGNATURE OF OREGON RESIDENT ATTORNEY

Richard C. Bemis

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Washington } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Richard C. Bemis

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

Same

NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

ATTORNEY(S) FOR PLAINTIFF(S)

cc to
Highway
8/1/84

734-970-L-8550

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF THE ORIGINAL THEREOF.

Attorney for ______________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

CHARLES BARKER, Plaintiff,	)	No.
v.	)	
STATE OF OREGON, by and through its Department of Transportation, Defendant.	)	COMPLAINT (Inverse Condemnation)

Plaintiff alleges:

I

During all the times hereinafter mentioned, the above named Department of Transportation is a department of the State of Oregon and successor in authority to the Oregon State Highway Division.

II

Defendant has authority and jurisdiction over the Oregon State Highway System. The Columbia River Highway, otherwise designated as State Highway 30, is a state highway and as such is part of the state highway system. A portion of said highway is located within Columbia County, Oregon.

III

Plaintiff is the owner of the following described real property:

> The east 1/2 of Block 7 and the south 1/2 of Block 16, Dobbins Addition, City of Rainier, Columbia County, Oregon.

////

IV

Prior to the commencement of this action, the defendant during the summer of 1983 undertook a project to improve and maintain State Highway 30 in the vicinity of plaintiff's property. During the course of construction and excavation, the defendant impaired the lateral support of adjacent property and caused slides to occur in the immediate vicinity of the plaintiff's land. As a direct result of the construction activity of the defendant in improving and maintaining Highway 30, the defendant has caused an impairment of the lateral support and stability of plaintiff's property, has rendered plaintiff's property subject to slides, has made development of said property or construction thereon impossible and has precluded any economically feasible use of said property.

V

Said acts constitute a taking and appropriation of plaintiff's private property for public purposes without payment of just compensation in violation of Article 1, Section 18 of the Oregon Constitution and the Fifth and Fourteenth Amendments of the Constitution of the United States.

VI

The true value of plaintiff's real property appropriated by defendent is the sum of $30,000.

VII

Pursuant to ORS 20.085 plaintiff is entitled to reasonable attorney's fees and plaintiff's costs and disbursements including the cost of appraisal and expert witness fees incurred in preparing and conducting this action.

VIII

Pursuant to ORS 82.010 plaintiff is entitled to interest upon the just compensation for the property appropriated from the date of said appropriation until paid.

WHEREFORE plaintiff prays for judgment against defendant in the sum of $30,000, together with reasonable attorney's fees, plaintiff's costs and disbursements, including the cost of appraisals and fees for experts incurred in preparing and conducting said action, with interest thereon from the date of appropriation.

RICHARD C. BEMIS, OSB #57009
Attorney for Plaintiff

7571

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

JAMES T. LITHERLAND,
Plaintiff,
v.
DENNIS V. SNYDER, CONTRACTORS; UNITED STATES FIDELITY AND GUARANTY COMPANY; and THE STATE OF OREGON, by and through the Oregon Department of Transportation Commission

Case No. 83-11-223

STIPULATED ORDER OF DISMISSAL

WHEREAS, all parties plaintiff and defendant in the captioned matter have negotiated and agreed upon an amicable settlement the terms of which are memorialized in the settlement agreement, a fully executed copy of which is attached hereto and,

WHEREAS, all parties agree, stipulate and petition the court to dismiss the suit in the captioned matter with prejudice based upon the foregoing settlement with each party to bear its own costs and fees,

NOW THEREFORE, the complaint and suit in the captioned matter is hereby dismissed.

So ordered this ____ day of ________, 1984.

Howard J. Blanding
Circuit Court Judge

The undersigned concur in the foregoing Stipulated Order.

William F. Moran
Of Attorneys For State of Oregon

Of Attorneys For Litherland

R. E. Weill
Of Attorneys For Dennis Snyder

R. E. Weill
Of Attorneys For USF&G Co.

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

JAMES T. LITHERLAND,
Plaintiff,
v.
DENNIS V. SNYDER, CONTRACTORS; UNITED STATES FIDELITY AND GUARANTY COMPANY; and THE STATE OF OREGON, by and through the Oregon Department of Transportation Commission,
Defendants.

Case No. 83-11-223

RELEASE

For value received I, James T. Litherland do hereby release Dennis V. Snyder, Contractors, United States Fidelity and Guaranty Company, The State of Oregon, and the State of Oregon acting by and through the Department of Transportation and the Transportation Commission, from any and all claims touching upon and relating to Rainier Slide Section Contractor Number 9598 including but not limited to those claims involved in Clackamas County Circuit Court Case Number 83-11-223.

Be it further remembered that the undersigned Dennis V. Snyder, Contractors does hereby release James T. Litherland, United States Fidelity and Guaranty Company, the State of Oregon, the State of Oregon acting by and through its Transportation Commission, and the Oregon Department of Transportation from any and all claims related to the deletion of light-weight fill material and the substitution and placement of other fill material upon the Rainier Slide Section Contract Number 9598

/////

including but not limited to claims litigated or that might have been litigated in Clackamas County Circuit Court Case Number 83-11-223.

Dated this ____ day of July, 1984.

JAMES T. LITHERLAND

DENNIS V. SNYDER

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

9578 9-21

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8459

R-

Reported to Commission:

Name of Case: Litherland v. Snyder

Cause of Action: Breach of Contract County: Clackamas

Demands of Plaintiff: damages of $148,234

Settlement: $20,000

REMARKS:

This was an action by an alleged third party beneficiary subcontractor against the state and the prime to recover losses allegedly suffered when the state deleted lightweight fill from the Rainier Slide project. Prior to suit being filed, ODOT offered the sum of $20,000 in full settlement for the subcontractor's out-of-pocket losses. A price agreement was signed between the prime and the state for this item, however, at the time it was signed neither the prime nor the state were aware of the subcontractor's claim. Upon the trial attorney's suggestion that the other litigant could take or leave ODOT's original offer by July 16, 1984, they elected to settle. I do not believe that ODOT's actual exposure in the case was much more than the amount offered in settlement.

William L. Cloran

Signature of Attorney

Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
Adele Egan
Marilyn McHugh

9598

July 25, 19[illegible]

Richard A. [illegible]
Attorney at Law
1001 S.W. Fifth [illegible],
Suite 19[illegible]
Portland, Oregon [illegible]

Re: Litherland [illegible]. [illegible], et al

Dear Dick:

[illegible] [illegible] [illegible], [illegible] the state's contribution [illegible] Litherland [illegible]. Snyder. [illegible] [illegible] is [illegible] [illegible]. For our prior letter, [illegible] [illegible] until appropriate signatures [illegible] [illegible] [illegible] releases and documents to be filed with the court.

Very truly yours,

[illegible]. [illegible]
Assistant Attorney General

[illegible]/cc

Enclosure

9598

Scott Acceptance Corporation

Kristin Square II
9498 S.W. Barbur Blvd.
Suite 207
Portland, Oregon 97219
(503) 245-1224

July 24, 1984

Robert Gormsen
Commission Services
Dept. of Transportation
Transportation Bldg.
Salem, Oregon, 97310

re: Contract #9598
James T. Litherland

Dear Mr. Gormsen,

Enclosed herewith please find a copy of a recorded assignment of the above referenced contract. I have received a copy of the contract through the assistance of your staff. I will confess to a degree of confusion, however. Perhaps you can help.

It was our understanding that the contract in question dealt with an agreement between Mr. Litherland and the State with regards to a chipping operation and use of trees on his property. We have been given to believe that the matter is at issue due to a dispute between Mr. Litherland and the State and that it is presently in arbitration. That information seems to be at odds with the contract referenced above, however, in that it appears to be a contract for Slide Repair.

Any light you could shed on this matter would be greatly appreciated. As you can see by the contract, any rights Mr. Litherland might have with regards to the contract , and any monies due therefrom, have been assigned to Scott Acceptance Corporation. Please accept this as your notice of said assignment.

I thank you in advance for your attention to this matter.

Sincerely,

Linda B. Lutz
Asst. Vice President

encl.

RECEIVED
JUL 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7.25.84
I called the sender. She will contact the Astoria office. This is a claim of a subcontract against the prime.
do nothing else [illegible]
Rwg

ASSIGNMENT

DATE: August 8, 1983

KNOW that James T. Litherland, the undersigned hereby assigns to LEWIS & CLARK STATE BANK, an Oregon corporation, all of his right, title and interest in and to that certain contract dated July 15, 1983, between Oregon State Hiway Deptment as Owner and Dennis V. Snyder, contractors as Contractor and James T. Litherland as Subcontractor which contract is for the following project: Oregon State Hiway Deptment, #9598 Rainier Slide Section, Rainier, Oregon.

This assignment is given in consideration for that certain loan in the sum of $48,000.00 of even date herewith. Upon receipt of payment of the loan in full, all right, title and interest herein received shall be reassigned back to the undersigned.

x ____________________
James T. Litherland

RECEIVED
JUL 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The undersigned hereby assign all right, title and interest in and to the above Assignment to Scott Acceptance Corporation without recourse.

LEWIS & CLARK STATE BANK
BY: ____________________
Mike Harrington, President

10.2

STATE OF OREGON,

County of Multnomah } ss.

FORM NO. 23 — ACKNOWLEDGMENT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

BE IT REMEMBERED, That on this 8th day of August, 1983, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named James T. Litherland known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon.
My Commission expires 2/26/84

FORM No. 24—ACKNOWLEDGMENT—CORPORATION

03818 STEVENS-NESS LAW PUB. CO., PORTLAND

STATE OF OREGON,

County of Multnomah } ss.

On this 28 day of November, 1983, before me appeared Mike Harrington and both to me personally known, who being duly sworn, did say that he, the said Mike Harrington is the President, ~~and he, the said~~ xxxxxxxxx ~~is the Secretary~~ xxxxxxxxxx of Scott Acceptance Corporation the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and Mike Harrington and acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Notary Public for Oregon.
My commission expires 2/26/84

STATE OF OREGON,
County of Clatsop } ss. 843[illegible]

I hereby certify that the within instrument was received for record and recorded in the record of DEED of said county on JUL 6 2 25 PM '84

In Book 620
On Page 287

Witness my hand and Seal of office affixed

NORMA HUNSINGER
County Clerk.

By
Deputy.

RECEIVED
JUL 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9598 02235

OREGON STATE HIGHWAY DIVISION remittance copy July 24, 1984

REQUEST FOR WARRANT

Payable To: Dennis V Snyder Contractors and James T Litherland C/o Asst Attorney General Cloran

Project No.: F-1(25)

Hwy. Agr. No.:

Contract No.: 9598

Project: Rainer Slide Section

Estimate No.:

Period Covered: to 11/2/83

Work Order No.:

Invoice or Billing	Description	Total Amount To Date	Previous Amount	Present Amount
11PSF	Contractor	652,937.94	632,937.94	20,000.00
Totals				
Retained ø %				
Total Payments		652,937.94	632,937.94	20,000.00

	PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
4	005-1005	201		41	1P	20,000	00	DR

Prepared by: JPeterson

005-00
Crew #

Ok to type FRG

Approved by:

RECEIVED AUG 7 1984

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

JAMES T. LITHERLAND,
Plaintiff,
v.
DENNIS V. SNYDER, CONTRACTORS; UNITED STATES FIDELITY AND GUARANTY COMPANY; and THE STATE OF OREGON, by and through the Oregon Department of Transportation Commission,
Defendants.

Case No. 83-11-223
RELEASE

For value received I, James T. Litherland do hereby release Dennis V. Snyder, Contractors, United States Fidelity and Guaranty Company, The State of Oregon, and the State of Oregon acting by and through the Department of Transportation and the Transportation Commission, from any and all claims touching upon and relating to Rainier Slide Section Contractor Number 9598 including but not limited to those claims involved in Clackamas County Circuit Court Case Number 83-11-223.

Be it further remembered that the undersigned Dennis V. Snyder, Contractors does hereby release James T. Litherland, United States Fidelity and Guaranty Company, the State of Oregon, the State of Oregon acting by and through its Transportation Commission, and the Oregon Department of Transportation from any and all claims related to the deletion of light-weight fill material and the substitution and placement of other fill material upon the Rainier Slide Section Contract Number 9598

/////

including but not limited to claims litigated or that might have been litigated in Clackamas County Circuit Court Case Number 83-11-223.

Dated this 20 day of July, 1984.

JAMES T. LITHERLAND

DENNIS V. SNYDER

9598

July 19, 1984

Bryant Jackmond
Contract Administration Engineer
Construction Section
Highway Division
1158 Chemeketa St. NE
Salem, Oregon 97310

Re: Litherland v. Snyder, et al

Dear Bryant:

I have been informed that Litherland and Snyder will accept $20,000 in full settlement for any and all claims related to deletion of light-weight fill on the Rainier Slide Project. I intend to submit a release, please have a check drawn jointly in the names of Litherland and Snyder.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:le

9571

July 19, 1984

Richard A. Weill
Attorney at Law
1500 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Litherland v. Snyder, et al

Dear Rich:

Attached find a Stipulated Order of Dismissal, a Release, and a check made out jointly to your client and James T. Litherland in the sum of $20,000. Please obtain the signatures of your client and of Mr. Litherland upon the Release. There should be five duplicate originals. Then please obtain the signatures of attorneys for Litherland, attorneys for United States Fidelity and Guaranty Company, and yourself upon the Stipulated Order of Dismissal. Upon return of a fully executed Release orginal to me and filing of the Stipulated Order of Dismissal together with a duplicate original of the settlement with the court, you may have Mr. Snyder endorse the settlement check and forward it to Litherland.

Please advise me of any difficulties.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:le
Enclosures

9598

July 9, 1984

Richard Weill
Attorney at Law
1001 S.W. Fifth Avenue, Suite 1500
Portland, Oregon 97204

Re: Litherland v. Snyder, et al

Dear Rich:

I have consulted with my clients concerning Mr. Zafiratos offer to settle the Litherland v. Snyder matter for $27,000. Our files and consultation with Al Harwood and Marion Kraft, indicate that no figure higher than $20,000 was ever discussed. My clients have directed me to inform you that the state settlement offer remains as outlined in my letter of May 29, 1984. The state will participate up to the sum of $20,000 if settlement is reached before extensive trial preparation is undertaken. Mr. Snyder may choose to contribute to the settlement if he feels some higher figure is justified due to the risks inherent in litigation. Considering that the state is in possession of a signed price agreement, my client's offer is more than generous. Please use your judgment in dealing with Mr. Zafiratos and inform me of the results as soon as possible.

As far as the state is concerned, Mr. Zafiratos may pick up the $20,000 or leave it on the table and prepare for a lengthy venture in the courts where he is unlikely to receive any recompense from the State of Oregon.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/cc

cc: Bryant Jackmond

9578

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1984

In Reply Refer to
File No.:

William F. Cloran
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, OR 97310

RE: Litherland vs. Snyder and State, et al

Dear Bill:

I have reviewed this matter with Region Operations Engineer Al Harwood. He does not recall ever discussing any figure remotely resembling the $28,000.00 contained in attorney Richard Weill's June 22 letter. Mr. Harwood sees no basis upon which the State should contribute more than the $20,000.00 perviously offered as its contribution to settle this matter.

Very truly yours,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OB/L75

Form 734-3122

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9598

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8459

R-

Reported to Commission:

Name of Case: Litherland v. Snyder

Cause of Action: Breach of Contract County: Clackamas

Demands of Plaintiff: damages of $148,234

Settlement: $20,000

REMARKS:

This was an action by an alleged third party beneficiary subcontractor against the state and the prime to recover losses allegedly suffered when the state deleted lightweight fill from the Rainier Slide project. Prior to suit being filed, ODOT offered the sum of $20,000 in full settlement for the subcontractor's out-of-pocket losses. A price agreement was signed between the prime and the state for this item, however, at the time it was signed neither the prime nor the state were aware of the subcontractor's claim. Upon the trial attorney's suggestion that the other litigant could take or leave ODOT's original offer by July 16, 1984, they elected to settle. I do not believe that ODOT's actual exposure in the case was much more than the amount offered in settlement.

Signature of Attorney

Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
Adele Egan
Marilyn McHugh

9598

June 27, 1984

Mr. Bryant Jackmond
Contract Administration Engineer
Oregon State Highway Division
1158 Chemeketa Street
Salem, OR 97310

RE: Litherland v. Snyder and State, et al

Dear Bryant:

Attached is correspondence received from Rich Weill of Gary Bullock's office. A further conversation with Weill indicates that the meeting he refers to in his letter was attended by Marian Craft for the state. Please advise as soon as possible whether or not the state is willing to participate in the amount of $27,000.

In considering your answer, please review Standard Specification for Highway Construction Oregon 1974, paragraph 109.6 which I believe is incorporated into the subcontract by paragraph 108.01.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/fl
Enclosures

9598

GARY M. BULLOCK
ATTORNEY AT LAW
1001 S.W. FIFTH AVENUE, SUITE 1500
PORTLAND, OREGON 97204

TELEPHONE 228-6277

Gary M. Bullock

Richard A. Weill
Malcolm E. Johnson
David C. Gearing

June 22, 1984

William F. Cloran, Esquire
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Litherland v. Snyder, et al.

Dear Bill:

Enclosed is a letter I just received from attorney Zafiratos.

Although I was not around at the time that Litherland, Snyder and the State tried to negotiate this matter, I do have notes in my file that indicate that the figure of $28,000 was talked about. I don't know, however, if the State actually offered this amount. Would you please talk to your people at the Highway Division to see whether a settlement could be reached on plaintiff's terms. Any monies contributed by the State would be made under the terms of your letter dated May 29, 1984. If the matter can be concluded as Zafiratos suggests, then you can go ahead and send us the forms of release, if you want to prepare them, and the funds.

Thank you for your cooperation.

Very truly yours,

Weill
RICHARD WEILL

RW:mjn

RECEIVED
JUN 25 1984
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9598

RECEIVED JUN 22 1984

ZAFIRATOS & ROMAN
ATTORNEYS AT LAW
552 COMMERCIAL ST. – P. O. BOX 783
ASTORIA, OREGON 97103

NICHOLAS D. ZAFIRATOS
STEPHEN L. ROMAN

TELEPHONE
503/325-3096

June 21, 1984

Mr. Richard A. Weill
Attorney at Law
1001 SW Fifth Avenue, Suite 1500
Portland, Oregon 97204

Re: Litherland vs Snyder

Dear Mr. Weill,

Thank you for your letter of May 31, 1984 and I have discussed it with my client. I'm not so sure you haven't written that letter with tongue in cheek, since you are apparently making the assumption that my age has crippled my mental faculties so much that I am not aware of the present state of the law.

I am confident that we are entitled to substantially more than the amount you have offered, however, the state at one time did suggest to Mr. Litherland that they would pay $27,000. As an offer of compromise only, we will accept that amount and wind up this matter.

Please call me.

Very truly yours,

ZAFIRATOS & ROMAN

Nicholas D. Zafiratos

NDZ/dj
cc: Jim Litherland

9598

May 29, 1984

Richard A. Weill
Attorney at Law
1500 Orbanco Building
1001 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Litherland v. Snyder, et al

Dear Mr. Weill:

This will confirm our conversation of May 29, 1984, in which I stated that I have been authorized by the Highway Division to recommend state participation up to the sum of $20,000 in settlement of the Litherland claim.

I am sure that both you and Mr. Snyder appreciate the state's position that it is under no obligation to tender any amount having received the signed price agreement concluding this matter between the state and Mr. Snyder.

It is to be further understood that any sums tendered by the state is a contribution toward settlement and will paid over to Litherland with no monies being paid to Snyder. A release will be obtained releasing both the State of Oregon and Snyder from any further liability and the pending case in Clackamas County Circuit Court will be dismissed with prejudice as to all defendants.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
cc: Bryant Jackmond

9598

May 15, 1984

Richard A. Weill
Attorney at Law
1500 Orbanco Building
1001 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Litherland v. Snyder, et al

Dear Richard:

Attached are two letters and a bid breakdown having to do with the Rainier Slide Project. You will note on examination of the bid breakdown it indicates that the 15 contractors chose to compete were able to come up with a source for lightweight fill material. Bid prices for the material ranged from a low of $7.00 per cubic yard bid by S.C.C.I. to a high $15.85 per cubic yard offered by Tobey's Excavators. Eight of the 15 bidders offered prices between $7.00 per cubic yard and $11.00 per cubic yard.

It would appear from this information that wood chips for use as lightweight fill material were readily available within the usual markets.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
Enclosures

7518

Keith Martin
Department of Transportation

May 9, 1984

William F. Cloran
Assistant Attorney General

Litherland v. Snyder, et al
Clackamas County Circuit No. 83-11-223

On Tuesday, May 8, 1984, I met with Richard A. Weill, Attorney at Law, in the offices of Gary M. Bullock, 1500 Orbanco Building, 1001 S. W. Fifth Avenue, Portland, Oregon, 97204. We discussed the Litherland v. Snyder matter generally and the subject of the state's participation. I indicated to Mr. Weill, based upon our supplemental agreement signed by Mr. Snyder on August 26, 1983, that the state had no further obligation to participate. However, as indicated by Mr. Jackmond, we were in sympathy with his client's position and were willing to contribute some amount to a settlement provided the terms met with our approval and costs were properly documented. Al Harwood of Right of Way who was present, agreed and then discussed with Mr. Weill how the changes to the contract came about. All present agreed that Litherland's demands and his suggested method of performance of his subcontract were unreasonable.

Litherland has repeatedly suggested that it was necessary for him to purchase real property with standing timber to furnish chips since none were available on the open market.

We disbelieve Mr. Litherland because there were other bidders on the job. Al indicated that you may be in possession of records showing who those bidders were, and a mistaken bid claim from a low bidder specifically discussing the subject of wood chips. It would assist Mr. Snyder if we could make this information available to him.

Please forward to me a list of bidders on the Rainier Slide Project, together with any information contained in the bid file or in any mistake in bid claim received in connection with the bidding discussing price and availability of wood chip fill material.

WFC:mj

9598

May 9, 1984

Richard A. Weill
Attorney at Law
1500 Orbanco Building
1001 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Litherland v. Snyder, et al

Dear Rich:

It was a pleasure to meet with you on the 8th to discuss the Litherland v. Snyder, et al matter. In response to your letter of May 1, offering tender of the defense of Mr. Snyder to the state, I must respectfully decline. A price agreement signed between your client, Mr. Snyder, and the State of Oregon on August 26, 1983, released the state from any further liability or defense of Mr. Snyder.

I am nonetheless instructed by my client that it continues to be interested in the matter and will assist you in preparing for your upcoming arbitration.

I have requested Mr. Keith Martin of the Highway Division to furnish you with a list of bidders who proposed on the Rainier Slide Project, together with any material from the bidding phase of the project discussing light weight fill material.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj

9598

GARY M. BULLOCK
ATTORNEY AT LAW
1001 S.W. FIFTH AVENUE, SUITE 1500
PORTLAND, OREGON 97204

TELEPHONE 228-6277

Gary M. Bullock

Richard A. Weill
Malcolm E. Johnson
David C. Gearing

May 1, 1984

William F. Cloran, Esq.
Assistant Attorney General
Justice Building
Salem, Oregon 97310

Re: Litherland v. Snyder, State of Oregon

Dear Mr. Cloran:

This is to confirm our telephone conversation of May 1, 1984. I look forward to meeting you and a representative of the Highway Division at our offices on Tuesday, May 8, 1984, at 2:00 p.m. to discuss our mutual strategies in the defense of this case.

At this time, it would be our opinion that Mr. Snyder, should he be ordered to pay the plaintiff damages, would have a common law right of indemnity against the State of Oregon. Mr. Snyder's breach of his contract with plaintiff was caused solely by the State's change order. Snyder could have done nothing to prevent breaching the Litherland contract.

Pursuant to the provisions of the Snyder-Litherland contract, the court case is now being held in abatement pending the outcome of arbitration. The arbitration date is set for May 29, 1984, at 1:30 p.m. in the offices of the arbitrator, attorney John Anicker, 702 Main Street, Oregon City, Oregon 97045.

Pursuant to the law of indemnification, defense of the action is hereby tendered to the State of Oregon, and demand is made that the State fully perform the indemnification obligations placed upon it, including defense of the action and the payment and satisfaction of the judgment, if any, entered against Dennis Snyder.

In the event that the State fails to accept the tender of the defense of this action, it is hereby notified of Mr. Snyder's intent to hold the State liable for the full amount of any adverse judgment rendered against Snyder.

RECEIVED
[illegible] 1984
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

The State is further notified that should it fail to accept tender of this action, Snyder will look to it for full reimbursement of all expenditures including attorney fees, expenses and disbursements incurred in defending the indemnitee's interest.

So much for formalities, I will see you on May 8, 1984.

Sincerely,

Weill

RICHARD A. WEILL

RAW/cp
cc: Mr. Dennis Snyder

9598

GARY M. BULLOCK
ATTORNEY AT LAW
1001 S.W. FIFTH AVENUE, SUITE 1500
PORTLAND, OREGON 97204

TELEPHONE 228-6277

Gary M. Bullock

Frederick R. Cornilles
Susan D. Ebner
Roderick A. Boutin

April 23, 1984

CE......CAE...... RECEIVED LS ...... TC......
COE......OM...... SA......CC......
CA.................. APR 27 1984 FE..................
CAM.................. MA..................
CP.................. CONSTRUCTION OCS..................
EEO.................. SECTION FILE..................

Mr. Marion Craft
Regional Construction Engineer
Oregon State Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Litherland v. Dennis Snyder and State of Oregon

Dear Mr. Craft:

I am going to try and get the contract documents from Mr. Snyder before I ask you to take your time and send us a copy. Normally, in lawsuits involving state agencies, we contact the appropriate assistant attorney general before dealing directly with the agency involved. In this case, however, I see no evidence in our file that the State has officially appeared in the lawsuit, so I am sending this letter to you which I expect you will transmit to your legal counsel.

This letter is to advise the State that Mr. Litherland's claim against Dennis Snyder will be arbitrated by attorney John Anicker in Oregon City on May 15, 1984, at 1:00 p.m. Since it would appear that the State would have a duty to reimburse Mr. Snyder for any damages he must pay to Mr. Litherland, the State may want to participate in this arbitration. I have written Mr. Litherland's attorney, Nicholas Zafiratos, in Astoria, and implored him to provide the State with proper substantiation of his client's claim. It makes no sense to have this expensive and time-consuming arbitration when the State has stood ready to settle the matter with Mr. Litherland if he will simply provide proper documentation. Any effort the State could make to achieve a settlement in this case would be greatly appreciated. As you are aware, Mr. Snyder could have done nothing to prevent any damages Mr. Litherland has suffered as a result of the State's change order.

Please call me if you have any questions.

Sincerely,

Richard A. Weill

RAW:bj

cc: Dennis Snyder

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(21)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Columbia

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4-23-84

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/23/84

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:

Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way and last resort housing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
4/30

13. REMARKS

As requested by Mr. Potter's letter of 4/19/84 I approve the relocation plan dated 4/16/84 for File 53740 and you are now authorized to proceed with the actual acquisition of that file as shown on sketch map attached to request and last resort housing if necessary at a TEC of $192,500 - Federal Funds $169,248 providing that all measures are taken to provide for the integrity of the property following acquisition to the extent economically feasible.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 4/23/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9512 F

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 19, 1984

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 10198
Project No. F-1(21)
Rainier Slide Section
Lower Columbia River Hwy.
Columbia County

I request your approval of a program change on the subject project to include an additional file no. 53~~47~~740, including relocation assistance at an estimated total cost of $192,500.

I further request the following:

1) Approval of the enclosed relocation plan for the property.

2) Authorization to proceed with the actual acquisition of file 53~~47~~740 at an estimated cost of $192,500 with an obligation of $169,248 in Federal funds. The area to be acquired is as outlined in red on the enclosed sketch map.

Within a reasonable period of time prior to displacement, comparable replacement housing will be available or provided for the family to be displaced under file no. 53~~47~~740. This assurance is based on the enclosed relocation plan for the parcel. Relocation assistance will be provided from the Metro Region Right of Way Office in Portland.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as possible in FHPM 7-5-1.

RHZ:pf
Enclosures

cc: J. Boyd
D. Aman
General Files ✓

Form 734-3122

9596

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

April 12, 1984

U.S.D.A.
Soil Conservation Service
District Conservationist
Bill Eagle
1685 St. Helens St.
St. Helens, OR 97051

Rainier Slide
Columbia County
Columbia River Highway
FAP# F-1(21)

The Oregon State Highway Division is currently viewing the impact of recent improvements to Highway 30 in East Rainier and the probable impact on properties adjacent East "C" Street and further west, say to the school on "E" Street.

Your success in dealing with Rainier property owners and subsurface drainage problems was reported to us by Ronald Morris, a local broker.

Your knowledge in dealing with soil conditions and slip plains in the Rainier area could provide valuable information from which our engineers might benefit. In order to provide the safest possible highway system and eliminate possible hazards to neighboring owners, your analysis of the general soil conditions in Rainier, and possibly any specific recommendations regarding subsurface drainage in East Rainier, would be greatly appreciated.

Our Geologist has offered to hand-auger test sites for you. Information on our test hole sites and soil types is also available. Your office provides a valuable service to the community and we certainly appreciate your efforts regarding this matter.

Very truly yours,

GREG MIER
Right of Way Agent

GM:kc

9574.

United States
Department of
Agriculture

Soil
Conservation
Service

1685 St. Helens Street
St. Helens, Oregon 97051

April 11, 1984

Gregory Mier
Highway Division
Department of Transportation
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Mier:

According to our SCS Soils Maps, the soils by your project in the Rainier area that may be subject to sliding are Vernonia Silt Loam, Goble Silt Loam, Wald Silt Loam and Dowde Silt Loam.

Vernonia Silt Loam is situated over Oligocene sediments. These sediments are 40 to 60 inches below the surface and constitute a slip plane.

In Goble Silt Loam a fragipan exists at 30 to 45 inches below the surface. This is a layer of compacted silts that is impervious to water, causing the soil above it to slide.

Walde Silt Loam is 20 to 40 inches over Columbia River basalt. Water does not penetrate the basalt, thereby causing an unstable condition in the soil.

Dowde Silt Loam is a very deep soil and if a slip plane exists, it would be deeper than our Soil Survey sampling depth of six feet.

The entire City of Rainier sits on a series of geologic slumps and benches. There has always been a slide problem in Rainier and it existed thousands of years before settlement and highway construction. These problems are inherent to the soils in the area.

Over the years our agency, at the request of FmHA and other lending institutions, have made geologic and soils investigations on building sites in this area. In almost all of these instances, we have recommended against building because of poor soil stability.

Occasionally builders or contractors have contacted other lending institutions that were not aware of our recommendations and built on these sites. The result is that there have been severe slide problems where these homes now sit.

Normally we get one or two requests each year from homeowners in Rainier who would like us to help solve their slide problems.

...... MORE

Normally, sliding is caused by water being unable to penetrate a restrictive layer in the sub soil. This layer can be a fragipan, a hard pan, basalt, or marine sediments such as siltstone or sandstone. We attempt to correct this problem by intercepting the water with cross slope subsurface drains. We have achieved some success with this method, but it would be a difficult thing to guarantee, since sliding occurs in Rainier at varying depths and you can never be sure that you have cut off all of the water.

As to your particular problem, you may (or may not have) aggravated the sliding below the homes immediately adjacent to your construction project when you excavated out a portion of the hillside.

If you did aggravate the sliding, we feel that it would be only in the area immediately adjacent to your construction, since there has always been a sliding problem on that hill, even before there was a Rainier and a Highway 30.

A good way to prove this to yourself is to look at the curvature of the coniferous trees in the area above your project. Conifers are geocentric - they orient themselves to the earth's center of gravity. When the base of the tree moves, the top will realign itself perpendicular to the pull of gravity. There are a number of older trees above your project that are bent every which way. This shows that sliding has been occurring for a long time.

We appreciate this opportunity to be able to comment on your project and look at your problems.

If you have any additional questions or problems, please feel free to give us a call, or contact:

Russell W. Langridge, Area Soil Scientist
USDA - SCS
226 Hickory Avenue N. W.
Albany, Oregon
Phone: (503) 967-5931

Sincerely,

William Eagle
District Conservationist
SCS, St. Helens

c.c. Russell Langridge, Albany AO

WE:as

006532

NOT
MICROFILMED
ORIGINAL
DOCUMENT
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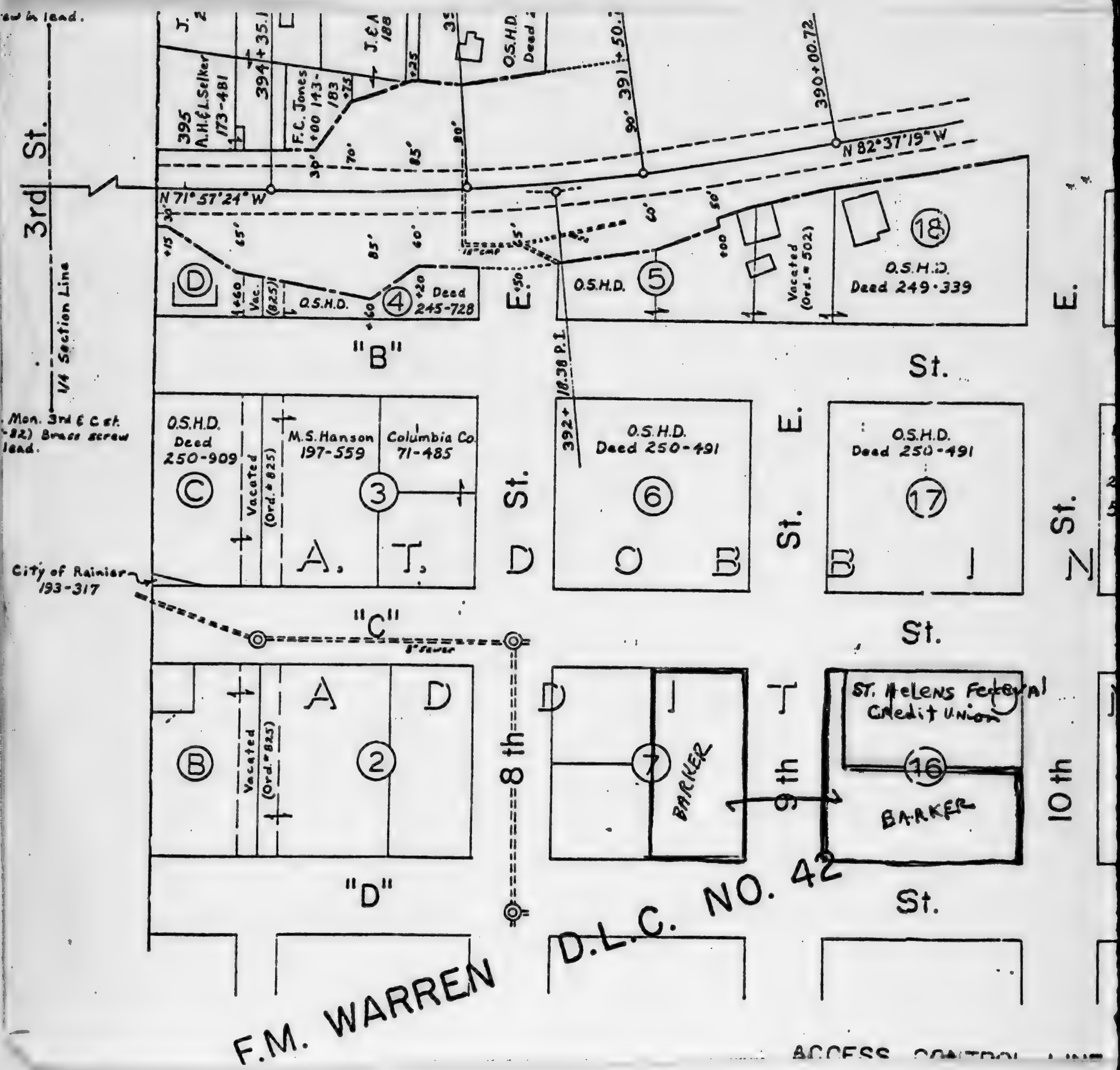

ew in lead.
3rd St.
1/4 Section Line
Mon. 3rd & C st.
-82) Brass screw
lead.
395
A.H.&L.Selker
173-481
394+35.1
F.C. Jones
+00 143-
183
J.&A
188
O.S.H.D.
Deed
391+50.
390+00.72
N 71°57'24" W
N 82°37'19" W
18" cmp
O.S.H.D.
Vac.
(825)
Deed
245-728
O.S.H.D.
Vacated
(Ord. # 502)
O.S.H.D.
Deed 249-339
"B"
St.
O.S.H.D.
Deed
250-909
Vacated
(Ord. # 825)
M.S.Hanson
197-559
Columbia Co.
71-485
392+18.38 P.I.
O.S.H.D.
Deed 250-491
O.S.H.D.
Deed 250-491
City of Rainier
193-317
"C"
St.
8" sewer
Vacated
(Ord. # 825)
St. Helens Federal
Credit Union
BARKER
BARKER
"D"
St.
E. St.
E. St.
E. St.
8th
9th St.
10th St.
A. T. D O B B J
A D D J T
D
C
B
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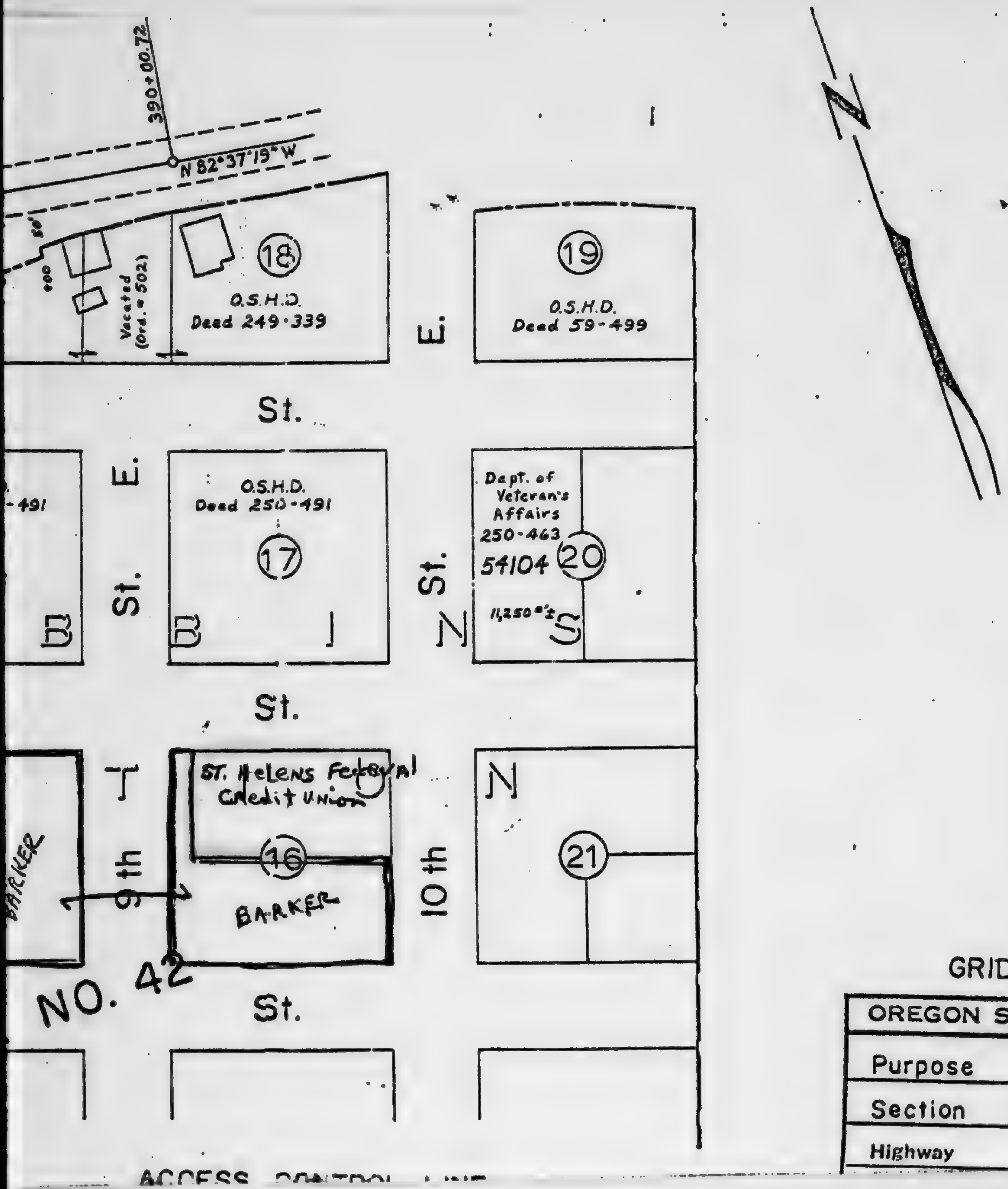
16
17
18
F.M. WARREN D.L.C. NO. 42
ACCESS CONTROL LINE


390+00.72
N 82°37'19" W
50'
100
Vacated (Ord. = 502)
18
O.S.H.D.
Deed 249-339
19
O.S.H.D.
Deed 59-499
E.
St.
-491
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17
St.
B
B
St.
Dept. of Veteran's Affairs
250-463
54104
20
11,250°±
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S
St.
T
St. Helens Federal Credit Union
16
N
21
BARKER
9th
BARKER
10th
NO. 42
St.
ACCESS CONTROL LINE
N

GRID BEARINGS - N

OREGON STATE HIGHWA	
Purpose	Right of
Section	Rainier S
Highway	Columbia

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 4, 1984

J. H. Versteeg
Road Design Engineer

File 53740
Rainier Slide Section
Columbia River Highway
Columbia County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9598

F

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16

TO: Al Harwood
Region Operations Engineer

DATE: March 20, 1984

FROM: Edgar L. Johnsen
Geotechnical Engineer

SUBJECT: The Rainier Slide

Marvin Hanson has called several times about state purchase of his property which lies uphill from the Rainier Slide. The last time I was in the Hanson home, Elsie Hanson pointed out several cracks in the plaster which, according to her, had appeared in the previous six weeks. The backyard of their property, according to the Hansons, has deformed since our construction in 1983 of the Rainier Slide correction.

During my inspections of the property since October 1983, evidence has continued to grow that the Hanson property is involved in earth deformation. The northwest corner of their cyclone fence is being undermined by slope failure. The northeasterly one-fourth of their northerly cyclone fence has an abrupt change in direction. The backyard ground is undulating and cracks are appearing in the upstairs plaster of the home. Cracking in the concrete foundation for the dwelling is yet to be observed. The shallow slope meter tube along the north fence is unchanged.

Because of the implication that the Hansons' dwelling may be included in an adjustment related to the 1983 highway construction, I recommend purchase of the Hanson property. Mr. Hanson has recovered sufficiently from his recent illness to proceed with negotiations.

To protect the state from unjust claims by adjacent uphill property owners, three drill sites for instrumentation were selected with Clarence Eshelman. To assist in analysis of increasing the safety factor of the slope uphill of the highway, a survey with topography of the ground at least 100 feet beyond possible movement is requested. The survey would tie in any culture as well as exploration borings. If the current project is still active and the correction is anticipated to be done by extra work when favorable weather arrives, the survey work and borings should be completed by the end of April, 1984 to allow time for design alternatives to be developed.

ELJ:ss

cc: Frank E. Terpin
C. O. Fredrickson
J. W. Cochell
Clarence Eshelman

RECEIVED
STATE HWY ENGR
MAR 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9571.

F

STATE OF OREGON

INTEROFFICE MEMO

TO: W.E. SCHWARTZ
Asst. State Highway Engineer

DATE: March 19, 1984

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: Rainier Slide Correction
Contract 9598

On March 2, 1984, I transmitted to you some information on the Marvin Hanson property in Rainier. In my letter I indicated that Mr. Hanson had been ill and pending his recovery we would delay any action on the property. Mr. Hanson phoned me today advising he wanted to proceed with our discussion concerning his property.

The property itself has suffered damage which appears to be directly attributable to our slide correction activities. The Hanson's are uneasy about the possibility of future slide damage to home and property and feel the value of their property has been substantially reduced, as a result of visible damage. The last time I visited the Hanson's there was no noticeable damage to the house. However, since that time they have reported some cracking in the house. Ed Johnson and our right-of-way people advise that there are now visible cracks in the house. We have several monitoring tubes around the property which have not shown any movement. However, there could be movement that we have not detected.

The Hanson's feel quite strongly that we should purchase the property. That repairing the damage would not compensate them for their true losses. I feel that the slide has been stabilized and that while there may be some adjustment in the slide or localized movement that may or may not be attributable to our efforts, the Hanson property should not be severely affected. Considering the Hanson's concern and of the uneasiness over the situation, the damage the property has already suffered, and the possibility for additional damage, I recommend that we enter into negotiations with the Hanson's to purchase the property. I also recommend we then repair the damage which will require placing a rock inlay on the property, restoring the yard and replacing a chainlink fence which surrounds the property. We could put the property back on the market at the appropriate time, probably renting it out in the interim.

ACH:sly

Orig to
3/26

Bruce Boyd - Had further discussion w/ Harwood and I believe we are stuck to buy. Please start negotiations to purchase property.
WES

RECEIVED
STATE HWY ENGR
MAR 21 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1.125.1307

9598

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

March 14, 1984

Mr. Stephen D. Petersen
Attorney at Law
P.O. Box T
Rainier, Oregon 97048

RE: St. Helens Federal
Credit Union Property
Rainier, Oregon

I received your letter of March 7, 1984 regarding the St. Helens Credit Union and Charles Barker property.

Our records indicate we conducted two core drillings in this area last September. Attached are the drilling logs for these two tests.

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

encs.

cc J.B. Boyd
A. Harwood

Page 1 of 2

SOIL AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project Rainier Slide
Highway Lower Columbia River Hwy No. 2W
County Columbia
Purpose of Work Slide Investigation
Equipment Long year
Geologist C. J. Eshelman
Driller Hatcher
Hole Location East ~~Line, Sta~~ "C" Street ~~Lt.~~ ~~C.L.~~ ~~Rt.~~

Hole No. TB-119
Prefix 5-1005-900
Bridge No.
Tube Elev.
Recorder Jennison
Ground Elev. 162.6

Tests
"N" — Standard Penetration, No. 2
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type No. 16
"U" — Undisturbed Sample, Size No.

Drilling Method HQ
Auger Depth
Casing Depth 78'
Open Depth
Total Depth 78'

Groundwater Level

Date	Depth
9-29-83	14.6'

Date Started 9-14-83
Date Completed 9-20-83
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
								0→7'
	C-1							Light-Brown Clayey-Silt
								with 1" gravels
5								
	N-1	5, 8, 6	1.2	80%			41.1	7→22'
								Reddish-Brown Clay
10	C-2							slightly mottled with some Sand + Gravel (3/4"→0)
	C-3							
15								Very soft zones @ 12' and 22'
	N-2	2, 2, 3	0.8	53%			46.4	
20	C-4							
	C-5							22→29'
								Black-Brown
25								Siltstone with zones of weathered "p" gravel
	C-6							
30								29→30.5' Green-Gray fine grained Sandstone
								30.5→40'
	C-7							Gray-Brown Siltstone
35								

Hole No. TB-119 Page 2 of 2

Depth	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
	C-8							
40								40 → 49.5' dark Gray-Brown Cemented Gravels with zones of Mudstone
	C-9							
45								
	C-10							
50								49.5 → 67' dark Reddish-Brown Claystone with zones of weathered "pea" gravels
	C-11							
55								
	C-12							
60								
	C-13							
65								
	C-14							67 → 72.5' Gray-Brown Claystone with zones of weathered "pea" gravel. Possible slip plane @ 71'
70								
	C-15							
	C-16							72.5 → 76' dark Gray-Brown Cemented Gravels
75								
								76 → 78' Lost core
								Bottom of Hole
80								80' of Steel inclinometer tubing placed in the hole and backfilled with sanding rock. Joints 20' apart.

Page 1 of 2

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project Rainier Slide		Hole No. TB - 120
Highway Lower Columbia River Hwy No. 2W	County Columbia	Prefix 5-1005-900
Purpose of Work Slide investigation		Bridge No.
Equipment Longyear		Tube Elev.
Geologist C.J. Eshelman	Driller Hatcher	Recorder Jennison
Hole Location ~~Line, Sta.~~ Front Middle School	C.L. Rt.	Ground Elev. 221.8'

Tests		Drilling Method		Groundwater Level	
				Date	Depth
"N" —Standard Penetration,	No. 1	Auger Depth		9-29-83	2.1'
"M" —Oregon Miniature Pile,	No.	"HQ" Casing Depth	48		
"C" —Core, Barrel Type	No. 8	Open Depth			
"U" — Undisturbed Sample, Size	No.	Total Depth	48		

Date Started 9-21-83	Date Completed 9-27-83	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed-Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
0								0 → 12'
	C-1							Fill material (Crushed Rock, 1"→0) Gravels, 2"→0 and Fine light-brown Sand
5								
10								
	N-1	7, 11, 15, 23	2.0	100			42.5	12 → 22'
15	C-2							Green - Brown Claystone
								Slip plane @ 17'
20	C-3							
								22 → 48'
25	C-4							Blue - Green Claystone with zones of weathered "pea" gravel changing to mottled brown Claystone
								Slip planes between 22.5 and 33'. Clay zone @ 28.5'
30	C-5							Slip plane @ 40'
35	C-6							

734-3976 (REV. 12-82)

Hole No. TB-120 Page 2 of 2

Depth	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
40	C-7							
45	C-8							
48								Bottom of hole
								50' steel inclinometer tube installed. Joints @ 20 and 40 feet from top of tube.

LUCAS, PETERSEN & HUFFMAN
ATTORNEYS & COUNSELORS AT LAW

ROBERT A. LUCAS
STEPHEN D. PETERSEN
JAMES D. HUFFMAN
JOEL LIEBERMAN
TED E. GROVE
JAMES C. HORN

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048-0536
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051-1896
(503) 397-3118

CLATSKANIE OFFICE
P.O. BOX 288
CLATSKANIE, OR 97016-0288
(503) 728-2662

March 7, 1984
Rainier, Oregon

Mr. Kenneth Rolfe
Regional R/W Supervisor
State Highway Division
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: St. Helens Federal Credit Union

Dear Mr. Rolfe:

Thank you for your recent letters concerning the St. Helens property located in Rainier, Oregon. I have discussed this matter with the Credit Union and Charles Barker who also has property in the vicinity and have been informed that the State of Oregon conducted three core tests sometime in October of 1983 in the vicinity of C, D and E Streets in the east side of Rainier, Oregon. I would appreciate receiving copies of your studies and results.

Thank you for your courtesies.

Very truly yours,

LUCAS, PETERSEN & HUFFMAN

Stephen D. Petersen

SDP:lw

cc: Mr. Don Noldge

RECEIVED
MAR 13 1984
DIST. 1-RIGHT OF WAY

9598 F

March 7, 1984

LEG

Mr. Jerry D. Wilson
P.O. Box 652
Rainier, OR 97048

We have been in direct contact with the Hansons regarding damage to their property. We will continue to deal directly with the Hanson family, not through an "unknown" third party.

If you are an attorney representing the Hansons or are otherwise authorized to act in their behalf, please advise.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

ACH:gw sl

bc H. S. Coulter
Al Harwood
George Bell

RECEIVED
[illegible] 1984
Governor's Office

February 17, 1984

[illegible]

Mr. Jerry D. Wilson
P. O. Box 652
Rainier, Oregon
97048

To whom it may concern:

It has come to my attention, that the State of Oregon, Road Department and Mr. Harwood, may soon be involved in a multi- million dollar lawsuit.

This is in regard to the property of Mr. Marvin Hanson of 621 E. C. Street, Rainier, Oregon.

This property sits above Highway 30. Where the Road Department in the year 1983, excavated to unusual depths; causing a rapid slippage of terrain.

The State has in writing accepted full responsibility. (according to my understanding)

As of this morning, Mr. Hanson, suffered a severe coronary and is now in Intensive Care at St. Joseph's Hospital in Vancouver, Washington, U.S.A.

With Mrs. Hanson's permission, I have just examined the structure; And found cracks and nail protrusions; Indicating a twisting of the structure.

Sincerely,

Jerry D. Wilson

Mr. Jerry D. Wilson
Concerned Citizen and Taxpayer

RECEIVED
STATE HWY ENGR
FEB 24 '84
REFER TO
A. Harwood
FOR
Info ☐ Inves ☐ R/D ☑ D ☐ Sign ☐

2/24
3/2

[illegible] 2 '84
Bell

NOTED
W. E. SCHWARTZ
FEB 22 1984

STATE OF OREGON

INTEROFFICE MEMO

ok
HBC

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: March 2, 1984

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: RAINIER SLIDE

Enclosed is a suggested rough draft letter to Mr. Wilson concerning property owned by Mr. and Mrs. Marvin Hanson of Rainier. I do not know for sure who Mr. Wilson is, or if he is authorized to represent the Hansons. Unless he is, I feel it's inappropriate to discuss the matter of our dealings with the Hansons with Mr. Wilson. I have talked with Mr. and Mrs. Hanson and their daughter Sandy and their son Ralph on various occasions. Also, I have corresponded with them on the matter of damage to their property.

I've enclosed several items of correspondence and memos written concerning contacts with the Hansons The first notice I had of any possible damage to the house in connection with the slide was early in the week of February 17, when Mr. Hanson telephoned me advising of the appearance of some cracks in their living room and other locations in the house. I asked our Right-Of-Way people to check on this reported damage. At about the same time Ed Johnson visited the slide, spoke with the Hansons, and was shown some of the cracks in the house. It was about that time that Mr. Hanson became ill. Since then, the Right-of-Way people and Ed Johnson have had some contact with the Hansons and advised the Hansons that we would be in contact and would discuss the problem when Mr. Hanson was back on his feet.

ACH/gw
Attachment

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

STATE OF OREGON

INTEROFFICE MEMO

TO: KEN ROLFE
Region Right of Way Supervisor

DATE: February 13, 1984

FROM ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: RAINIER SLIDE
Marvin Hanson Property

About 2 weeks ago Marvin Hanson called and said he thought there was some movement occurring on his property that was affecting his house. He said nothing was visible, however, there was settlement in the street in front of his house.

I asked Eshelman to investigate, which he did, and reported back that they had checked their monitoring tubes and there was no indication of any movement. He indicated that the settlement in the street in front of the Marvin Hanson property appeared to be a local sub-grade failure, probably due to excess water in the sub-grade.

Feb 13 Call

When Hanson called I advised him that we could not identify any movement. However, he said that upon close examination cracks were visible in the walls.

I would like someone from Right of Way to contact the Hanson's and make arrangements to have them point out the areas where cracks are showing up in the house and record the extent of the cracks. If making this contact and observing the "cracks" presents a problem for you let me know and I can make other arrangements.

ACH/gw
cc J. B. Boyd

81-123-1387

#9598

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 30, 1983

OM/ CE
TOS ME
US PDM
CSA Metro Region TAM
FO PA EM BUD LM

In Reply Refer To
File No.:

Marvin Hanson
P.O. Box 355
Rainier, OR 97048

This is to document my observations and our discussion during my visit to your property December 28, 1983.

At the northwesterly corner of your property the bank outside of your chain link fence has slid. The slide has progressed to the point where the corner post on your fence is unsupported. You indicated movement had occurred in the center and easterly portion along the north side of your property also.

Although there is no visible cracking in this area the alignment of the fence and irregularities in the yard just inside the fence supports your contention. You indicated this movement had occurred in the last five to six weeks. I was aware of the problem at the northwesterly corner of your property, but not the other problem described above.

I was accompanied on my visit by Clarence Eshelman and Ed Johnsen and collectively it is our feeling that the slide condition attributable to our work this last fall has now stabilized and that your home is not in any danger. There could be some minor movement and caving off of the vertical face at the northwesterly corner of your fence.

We do not plan any further corrective work at this time. We will be monitoring slope meters for movement at the several locations in the slide area. In addition, you indicated that it would be okay if we came on your property and put down a hole near the northeasterly corner of your property and installed a tube for monitoring purposes at that point.

We agreed to keep you advised of any movement that we detect in any of our monitoring holes and to make periodic inspections of the slide area. Even if movement should occur, I do not see the movement as presenting a physical danger to you or your family. Any movement would occur over a long period of time with adequate warning.

As I indicated at our meeting and in previous correspondence, it is my opinion the State would accept responsibility for reimbursement for damages to your property that are the result of the State's actions in correcting the slide last fall.

Sometime next spring, after we have had an opportunity to monitor the slide for movement and the weather is more favorable, we will be contacting you regarding repairs to your property.

ALLAN C. HARWOOD
Region Operations Engineer

bcc: Ken Rolfe

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 19, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

OM MRE OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

SUBJECT: Marvin Hansen Property
Rainier Slide
Lower Columbia River Highway
Contract No. 9598

In response to a request from Myron Melick that I call Mr. Hansen, I attempted to do so the afternoon of December 15th. He was out and I left a message for him to call. He returned my call the morning of December 16th. I was busy and called him later that morning.

He indicated he felt that he was being ignored with regard to damage that has occurred to his property. I told him that was not true that our Right-of Way people had visited the property on several occasions and spoke with his wife and that no action had been taken because the house was not endangered. I advised Mr. Hansen, that in my opinion, the slide was stabilized and except for possibly minor sloughing that there would not be any more noticeable effects from the slide and that we did not propose to purchase the property.

I told him that while I could not commit the State, I felt that the State would reimburse him for costs incurred in repairing damage to his property which is the result of State activity.

I agreed to have someone from Right-of-Way contact Mr. Hansen December 19 or 20, meet with him and actually go over the damage to his property. I suggested to Mr. Hansen that he get an estimate for the cost of repairs. He indicated that some of the area that has slid away outside of his chain link fence may not be repairable. I told him that if that was the situation and we accepted responsibility, that he would be compensated for the damage.

Contrary to the impression I got in a previous contact with Mr. Hansen, he apparently now wants us to purchase his property in total. Unless the siutation changes I do not feel this should be necessary. There is no apparent damage to the house itself and I feel the cut slope slide has been controlled.

ACH/b

cc: Ken Rolfe

9598

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 16, 1983

OM MRE OE PPM [✓ CE]
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

In Reply Refer To
File No.:

Marvin Hanson
P.O. Box 355
Rainier, OR 97048

This is in response to your letter of December 5, 1983 to Ed Hardt. It is our opinion that the slide situation behind your property has been stabilized. This is not to say that some minor sliding may not still occur. However, it is our opinion that the improvements on your property other than the chain link fence are not endangered by the slide. We therefore have no plans for the purchase of your property. While I cannot commit the State, it is my opinion that a claim to cover the cost for repair of damages your property suffered as a result of our slide correction work last year would be given favorable consideration.

ALLAN C. HARWOOD
Region Operations Engineer

Send copy to 12/19 sent
Jack Sollers
Ken Rolfe

734-1850

December 5, 1983

OM TA OE OPM CE
TCS RECEIVED ME
US DEC [illegible] 1983 ERD
CS Metro Region TAM
CO PA EM PUD LM

Mr. Ed Hardt
Regional Engineer
State of Oregon
9002 S.E. McGlothlin Blvd.
Milwaukie, OR 97222

Dear Sir:

The State has been working all summer to repair Highway 30 in Rainier, Oregon. About a month ago as a result of the work below my property, a landslide started behind our house and has gotten progressively worse. The State came in to repair further damage to the road; however, in my opinion, this will not prevent continuing damage to my property.

The result now, I have a chain link fence with the property line 23 feet beyond the fence. I'm not overly concerned about this, but in a spot the property slid leaving a hole big enough for someone or something to fall through. Cannot have children in the yard as it's dangerous. Another part of the yard closer to the house has sunken about 2 feet, slid downhill, and two trees inside the yard and some outside of the fence are leaning badly as a result of the slide.

In talking to our Insurance Agent, our insurance doesn't cover damage in any way.

This problem is becoming very serious and is a terrible drain mentally as well as being a dangerous situation.

I would appreciate immediate action on your part regarding possible purchase of my property.

Sincerely,

Marvin Hanson

Marvin Hanson
621 East "C" Street
P.O. Box 355
Rainier, OR 97048

MH/fd

9571

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

February 21, 1984

Mr. Stephen D. Petersen
Attorney at Law
P.O. Box T
Rainier, Oregon 97048

RE: St. Helens Federal
Credit Union property
in Rainier, Oregon

I received your letter of February 17, 1983 regarding the St. Helens Credit Union property in Rainier.

I am not sure I agree with your statement that the property is valueless. However, the Oregon Highway Division investigation does not indicate we have contributed to the historical slide problem of that property south of "C" Street.

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc J.B. Boyd
A. Harwood

LUCAS, PETERSEN & HUFFMAN
ATTORNEYS & COUNSELORS AT LAW

ROBERT A. LUCAS
STEPHEN D. PETERSEN
JAMES D. HUFFMAN
JOEL LIEBERMAN
TED E. GROVE
JAMES C. HORN

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048-0536
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051-1896
(503) 397-3118

CLATSKANIE OFFICE
P.O. BOX 288
CLATSKANIE, OR 97016-0288
(503) 728-2662

February 17, 1984
Rainier Office

Mr. Kenneth Rolfe
Regional R/W Supervisor
State Highway Division
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

Re: St. Helens Federal Credit Union
property in Rainier, Oregon

Dear Mr. Rolfe:

Thank you for your letter dated November 10, 1983. Since that time I have had a chance to have the property appraised. In your letter you refer to the north half of Block 18 in Dobbins Additions in St. Helens. Please be advised that the subject property is the north half of Block 16, Dobbins Addition, City of Rainier. My appraiser has indicated that the property, if not for the state's action on the highway, would be worth $13,500.00. As it now stands, the property is valueless and we are demanding immediate payment. If this payment is not made on or before the 1st day of March, 1984, then I have been instructed by the Credit Union to initiate the necessary legal proceedings.

Furthermore, our office has also been contacted by Charles Barker who owns the following lots, to-wit: The South half of Block 16, Dobbins Addition to the City of Rainier and the East half of Block 7, Dobbins Addition to the City of Rainier. On his behalf I am also putting you on notice that we are claiming a reasonable market value for these lots.

Your prompt attention is appreciated.

Very truly yours,

LUCAS, PETERSEN & HUFFMAN

SD Petersen

Stephen D. Petersen

SDP/jw
cc St. Helens Federal Credit Union
Charles Barker

RECEIVED
~~FEB 17 1984~~
DIST. 1-RIGHT OF WAY

RECEIVED
FEB 21 1984
DIST. 1-RIGHT OF WAY

9598

F

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: RAINIER SLIDE SECTION
WEEK ENDING: 2-18-84
SECTION PREFIX: 5-1005
HIGHWAY: Columbia River
COUNTY: Columbia
NAME OF JOB: Rainier Slide Section
KIND OF WORK: Grading-Paving-Temporary Signal
CONTRACTOR: Dennis Snyder
CONTRACT NUMBER: 9598
FEDERAL AID PROJECT NUMBER: F-1 (25)
DATE OF CONTRACT: 3-11-83
DATE WORK STARTED: 3-28-83
ESTIMATED COMPLETION DATE: 10-30-83
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 200
CALENDAR DAYS USED: 224
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $ 623,412.64
EXCLUSIVE OF ENGINEERING: $ 573,979.04
ENGINEERING AUTHORIZATION: $ 49,433.60
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 639,519.68
ENGINEERING COST TO DATE: $ 142,062.66
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: overrun ~~UNDERRUN~~ 20 %
PERCENT OF AUTHORIZATION: 287 %
DATE PROJECT WAS COMPLETED: 11-2-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100			P.A.#2

	Exc. GRADING	1½" Aggr. SURFACING	Stone Emb. MAINTENANCE MATERIALS	Lightweight Fill ~~OIL & BITUMINOUS MACADAM~~	"B" PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	31,669 C.Y.	4,060 Ton	4,800 CuYd	22,672 C.Y.	725 Tons
TOTAL QUANTITIES CORRECTED TO DATE	25,000	4,060	33,600 CuYd	-0-	761.98
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,000	2,166	33,600	-0-	761.98
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		KE
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
SCS
SED
CONSTRUCTION SECTION
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

In the process of semi-final report.

Const. (2)
FHWA
REGION
FILE

SIGNED J W Cochell LOCATION Sylva

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9598

January 24, 1984

Nicholas D. Zafiratos
Attorney at Law
P.O. Box 783
Astoria, Oregon 97103

Re: James T. Litherland v. Dennis D. Snyder, et al
Clackamas County No. 83-11-223 (L-9459)

Dear Nick:

You advised me that counsel for Defendant Snyder has filed a motion to require arbitration between your client and defendant Snyder under an arbitration clause in your subcontract. Obviously, the state is not a party to that contract and would not be involved in an arbitration.

You advised me that the motion to require arbitration will be argued in February and that I could withhold the filing of an appearance until the arbitration question is resolved.

Thank you for your cooperation.

Sincerely,

Leslie M. Hampton
Assistant Chief Trial Counsel

LMH:mj
cc: O. B. Jackmond

January 20, 1984

CON

Dennis V. Snyder, Contractors
P. O. Box A
Clackamas, OR 97015

Time Extension Request
Rainier Slide Section
Contract No. 9598
FAP No. F-1(25)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 25 calendar days is granted due to the extra and additional work required on this project. The adjusted contract time of completion for this project is 225 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim Cochell w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND, Contract Administration Engineer

DATE: January 9, 1984

Marion Craft

FROM: MARION CRAFT, Region Construction Engineer

SUBJECT: RAINIER SLIDE
Columbia River Highway
Contract No. 9598

Attached is a time extension request from the contractor, Dennis Snyder, and Jim Cochell's letter of analysis and recommendations.

Jim lists and analyzes each of the items listed by the contractor, and his recommendations are reasonable.

I recommend we grant the 25 days due to the various items of extra work.

1-13-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 25 calendar day time extension due to performance of extra and additional work.

Jackmond

MC/b

Attachment

cc: Jim Cochell

CE
CAE
FOE
OCS
SCS

RECEIVED
JAN 10 1984
CONSTRUCTION SECTION

CA
LS
TC

81-125-1987

SUIT SUMMARY

CLAIM FILE # 734-970-L-8550

SUIT STYLED Barker, Charles v. State, et al

COURT Circuit 31503 COUNTY Columbia

CAUSE(S) OF ACTION: Inverse condemnation

SUMMARY OF OCCURRENCE OR ACCIDENT: Plaintiff claims that he suffered loss of lateral support of his property due to highway improvement project

SUMMARY OF INJURY OR DAMAGE: Loss of stability and lateral support alledged by Plaint

PRAYER: $ 30,000

DEMAND $ ——— SETTLEMENT OFFERED: ——— PROPOSED $ ———

ANTICIPATED ADD'L LEGAL FEES & EXP RELATED TO STATE'S DEFENSE $ unknown

ESTIMATED PROBABLE CHANCE OF WINNING unknown

PROBABLE JUDGMENT IF CASE LOST $ unknown

SHOULD SETTLEMENT BE CONSIDERED FROM FACTS DEVELOPED TO DATE ? YES ? NO

REMARKS There are no facts in file, merely a complaint. After facts are known and reviewed, we can analysise the risks in this case and assess the anticipated costs

ASSIGNED ATTORNEY Leslie B Hampton DATE

JRMcC:ph
1.19.84

DATE: January 9, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rainier Slide Section
Columbia River Highway, Columbia County
Contract No. 9598

This federal-aid slide repair job has been completed and it is now apparent that the final cost will exceed the project authorization by $129,300 or 20.7 percent.

The contract called for construction of a detour, excavation of slide material and replacement with lightweight fill material placed on top of a fifteen-foot thick base of stone embankment, and construction of new base and pavement for the roadway. After construction of the detour and when excavation of the slide material neared the planned depth, the cut slope and hillside above the existing roadway showed signs of severe distress, evidenced by both horizontal and vertical movement and cracking. It was deemed prudent at that time to abandon the lightweight fill concept and resort to proven methods of coping with the situation. Stone embankment material was used to construct the entire fill and helped avoid complete failure and lessened damage to private property. This change, together with minor variations in contract bid items and other small items of miscellaneous extra work, added approximately $66,882 to the cost of the project.

Most of the remainder of the overrun consists of construction engineering charges which were incurred in connection with the redesign and inspection of the increased work.

The contractor has filed a law suit in connection with the change in design of the project and we anticipate it will cost $10,000 to defend against the claim.

There are sufficient funds available in the category of work and all the increase except $13,600 is eligible for federal participation.

I recommend that the authorization be increased by $129,300 to a new total of $752,712.64. This matter will be on the consent calendar for the January 18 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

9578

STATE OF OREGON
Highway Construction 378-6386 CON 5

INTEROFFICE MEMO

NOTED
W. E. SCHWARTZ

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 6, 1984

O-B Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Rainier Slide Section
Columbia River Highway, Columbia County
Contract No. 9598

This federal aid slide repair job has been completed and it is now apparent that the final cost will exceed the project authorization by $129,300.00 or 20.7 percent.

The contract called for construction of a detour, excavation of slide material and replacement with lightweight fill material placed on top of a fifteen-foot thick base of stone embankment, and construction of new base and pavement for the roadway. After construction of the detour and when excavation of the slide material neared the planned depth, the cut slope and hillside above the existing roadway showed signs of severe distress, evidenced by both horizontal and vertical movement and cracking. It was deemed prudent at that time to abandon the lightweight fill concept and resort to proven methods of coping with the situation. Stone embankment material was used to construct the entire fill and helped avoid complete failure and lessened damage to private property. This change, together with minor variations in contract bid items and other small items of miscellaneous extra work, added approximately $66,882.00 to the cost of the project.

Most of the remainder of the overrun is made up of construction engineering charges which were incurred in connection with the redesign and inspection of the increased work.

The contractor has filed a law suit in connection with the change in design of the project and we anticipate it will cost $10,000 to defend against the claim.

There are sufficient funds available in the category of work and all the increase, except $13,600, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $129,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Jim Cochell
R. D. Church
D. E. Swan

COM/MEM/5

81-125-1387

If you find that the plaintiffs property was subject to landslides prior to any highway construction work on highway 30 in 1983, you may not find any action of the state as ~~entitling the~~ constituting any basis for recovery herein to the extent that you may find that the condition of such property prior to such construction rendered any development or construction thereon ~~or so~~ impossible or economically unfeasable.

In this action, the plaintiff bears the burden of proof to prove by a preponderance of the evidence each of the following:

First, that the plaintiffs property has been the subject of landslides;

Second; that such landslides were caused by the states construction work on highway 30 in 1983;

Third; that by reason thereof any development of the plaintiffs property or construction thereon ~~or~~ and any economically feasible use of the property has been rendered impossible; and,

Fourth; ~~his~~ the damages thereby sustained, if any.

Kropitzer v. City of Portland, 237 Or 157, 159 (1964)

	Village Inn 9AM	
Morton Abero	653-3065	
Brad Squer	635-4419	
Pete LeSollen	556-7301	10AM (City Hall
Bill Eagle	397-4555	
Ed Johnson (canton 23rd)	3-7994 ✓	
Ron Jennison	653-3080	
Langridge	967-5931	
tillamook	842-2848	
Don Turner (with Jennison		
Leo Goldsby (ang) (or Dunn)	238-8245	

City Main Garage

From City.

witness Pete Lesollen, Chief Maintance
to testify re problems
11 houses moved (old foundations)

get up to date reading — Inclinemeter - const. with
creep movement.

See ~~George Machan~~
~~Geotechnical Specialist (State)~~

Large Map.

Have photos - marked Map.

Need large map for exhibit

Borrow negatives

$\frac{1}{4}$" live with it as
the rest do. Show photos
other houses

wave effects streets

Need: State remedial - stabilized.

Note: Hubline
movement - erroneous?

Old scarp up slope
Part of ancient landslide
explains present - $\frac{1}{4}$"
per yr. - creep.

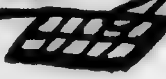
Note Use East side Rainer
between D & A St
for comparables

Relationship water
level & movement.

Jury view?

"C"

Jennison – before & after –
Readings.
switched instrument
latest good.



Don Turner (latest data)
"worked out problems"

at 1st diff inst –
was in inches –
Now – at first thought
same – no (2× ∠ deflec.)
diff calcu.

Mon print out (3)

- Abero 9 A.M. Village Inn -

Hansen has not moved

#24,000

"Told by engineer have
to do something or
will slip into river."

"accapllerate"

"faster rate"

"Cordell - engineer"

---

afford costing? - lasting?
tax protests

Value 83

Bought 1980 - 17,000

Prop.

E ½ of Block 7 and
S ½ of Block 16
1983 - summer
"impairment of lateral support — subject to slides — dev. or const impossible — precluded ~~any~~ economically feasible use of prop.
Wants 30,000

Project Mgr:
Jim Cockell ?
Dorance Eshelman

Langmade (US) 967-5931

Note: For Squier π pls
export water in relation to
movement — springs?

Note Bought 1980 - 17,000

Note Prior settlements etc
not admissable.
Coos Bay Logging v. Barclay,
159 or 272, 291 (1938)

CL 844

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 4 1984
NORMA PAULUS
SECRETARY OF STATE

December 28, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9598

Mr. George G. VanNatta
Attorney At Law
Gray Building
St. Helens, OR 97051

Dear Mr. VanNatta:

This will acknowledge your letter and Notice of Claim dated December 12, 1983, on behalf of Ralph Smart concerning the following Highway Division contract:

FILED BY:	Ralph Smart
AMOUNT:	$1,748.80 plus interest
FOR:	Material
AGAINST (Prime contractor)	Dennis Snyder Contractors
CONTRACT NO.:	9598
PROJECT:	Rainier Slide Section, Columbia River Highway, Columbia County
SURETY:	U.S. Fidelity & Guaranty Co.
AGENT:	Emery & Karrigan, Inc.

NOTED ON CARD
1-18-84

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: U.S. Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

Dennis Snyder Contractors
PO Box A
Clackamas, OR 97015

✓bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

GEORGE G. VANNATTA
ATTORNEY AT LAW
Gray Building
ST. HELENS, OREGON
97051

397-0513 (503)

December 19, 1983

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Sirs:

Re: Ralph Smart

I inclose herewith Notice of a claim against the bond of Dennis V. Snyder, who did some work for the Oregon State Highway Commission under Contract No. 9598 concerning repairs at the Rainier, Oregon, fault line.

Yours very truly,

Geo G VanNatta

GV:v
Inclosures:
Notice
cc United States Fidelity & Guaranty Company
520 S. W. Sixth
Portland, Oregon 97204

RECEIVED
DEC 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE

TO: CLERK or AUDITOR
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

NOTICE is hereby given that the undersigned RALPH SMART has a claim for a balance of $1,748.80, besides interest at nine percent per annum from October 9, 1983, against DENNIS V. SNYDER for 460 yards of fill material furnished to SNYDER at Rainier, Oregon, in connection with Contract No. 9598 between OREGON STATE HIGHWAY COMMISSION and DENNIS SNYDER concerning repair at the Rainier, Oregon, slide.

Claim is also made against the bond taken from DENNIS SNYDER as principal and UNITED STATES FIDELITY AND GUARANTY COMPANY, a corporate surety, in connection with road reconstruction on Highway 30 at the Rainier, Oregon, fault line.

DATED: December 12, 1983.

Ralph Smart

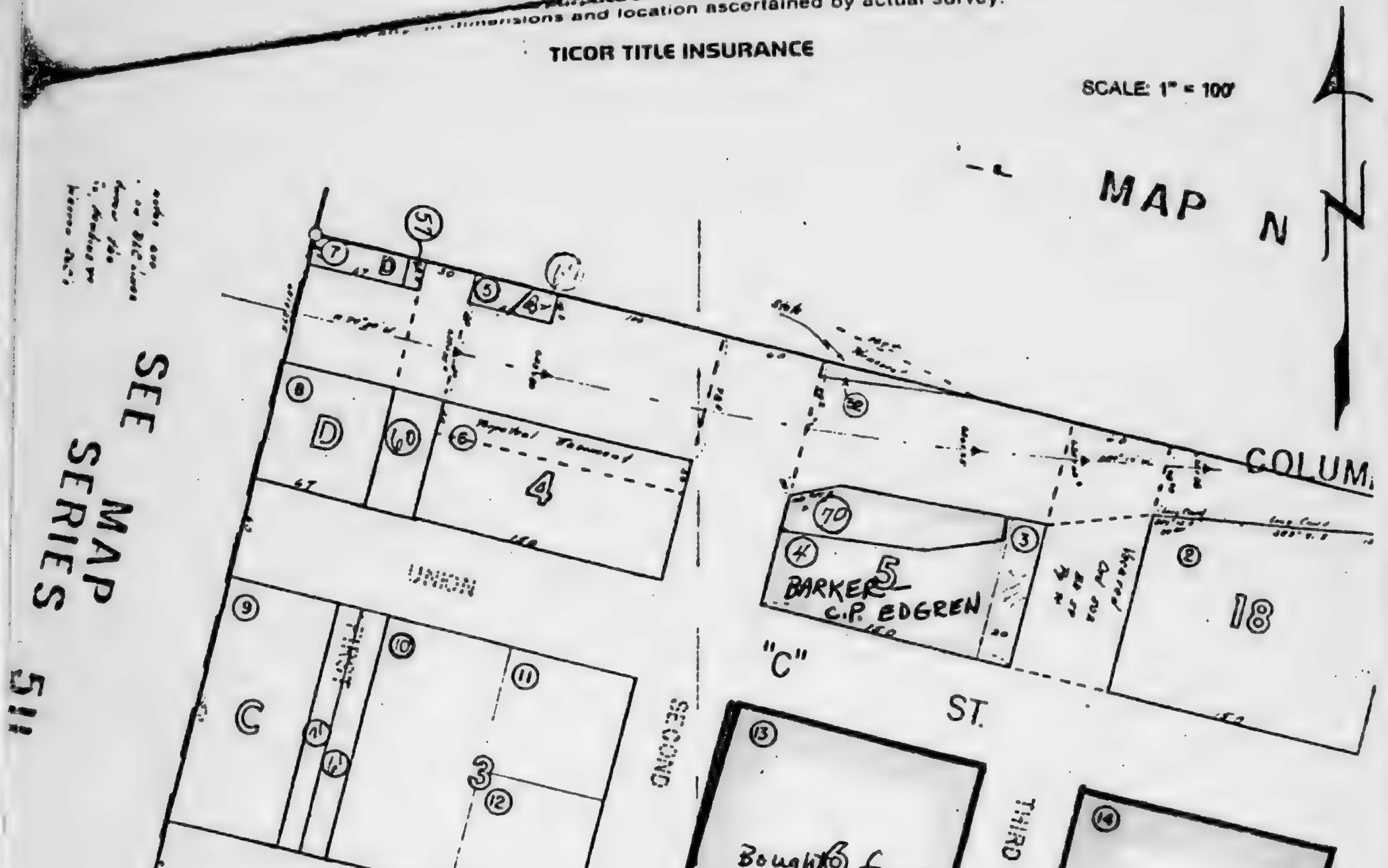
Ralph Smart
Gray Building
St. Helens, Oregon 97051
Phone: 397 0513

RECEIVED
DEC 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Notice

...purpose of assisting in locating said premises and the Company assumes
... dimensions and location ascertained by actual survey.

TICOR TITLE INSURANCE


SCALE: 1" = 100'
MAP N
SEE MAP SERIES 511
COLUM
UNION
ALDER
ADAMS
FIRST
SECOND
THIRD
FOURTH
SEVENTH ST.
EIGHTH ST.
NINTH
TENTH
EAST
EAST ST.
"C" ST.
"D" ST.
D
C
B
A
1
2
3
4
5
6
7
16
17
18
(51)
(70)
BARKER
C.P. EDGREN
Bought from BARKER 12-23-83
Bought from BARKER 12-23-83

9598 2W N

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

TO: Duane O. Christensen
Construction Operations Engineer

DATE: Decmber 20, 1983

FROM: George C. Wills
Location Field Engineer

George C. Wills

SUBJECT: Topic Suggestions
Project Managers' Meeting
March 1984

In response to your memorandum of November 2, 1983, we have inquired among our staff and the following topics have been suggested.

1. Rainier Slide Correction
    a. Slide show of construction progress - 20 minutes
    b. Design analysis - 15-20 minutes (Ed Johnsen)
2. Geotechnical problems in 1983 - 15-30 minutes (Ed Johnsen)
    a. Rainier Slide, John Day Slide, Frankport Slide, Wheeler Overcorssing, Jewell Junction-M.P. 23.6 Slides, Devils Punch Bowl, etc.
3. Instrumentation for Construction across Rossman Land Fill - 15± minutes (Ed Johnsen)
4. Relation of Geotechnical with Location Function and Coordination of Efforts - 15 minutes (Ed Johnsen and Frank Terpin)
5. Construction Slide Exhibition of Nesika Beach Restoration - 15-30 minutes (Morrison and Bryson)
6. History and Current Policy for Bicycle Trails and Footpaths Program and Design - 15 minutes (John Grassman)
7. Discussion of Geometric Design for 3-R Projects - 15-30 minutes

The first five noted appear to be of a general nature. The latter two are in the area of location functions and could be included in the presentation from the Location Unit or Road Design Section.

Please keep us posted on the program items which may affect us so we may be prepared.

GCW:ge

cc J. H. Versteeg
F. E. Terpin

✓ Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 21 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

81-123-1387

Contains Recycled Materials

1378 CL83-284

✓ bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.
Please note this is an
amendment of CL#83-211
filed 10-17-83.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1983

FILED
DEC 22 1983
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:
CON 5
#9598

Zafiratos & Roman
Attorneys at Law
PO Box 783
Astoria, OR 97103

Attention: Nicholas D. Zafiratos

Gentlemen:

This will acknowledge your letter of October 21, 1983, and note of December 12, 1983, concerning filing a claim on behalf of James T. Litherland on the following Highway Division contract. This amends a previous claim dated October 3, 1983, which was unsigned.

FILED BY:	James T. Litherland
AMOUNT:	$130,364
AGAINST (Prime contractor)	Dennis Snyder
CONTRACT NO.:	9598
PROJECT:	Slide repair on Rainier Section, Columbia River Highway, Columbia County
SURETY:	U.S. Fidelity & Guaranty Co.
AGENT:	Emery & Karrigan, Inc.

RECEIVED
DEC 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
12-28-83

cc: U.S. Fidelity & Guaranty Co.
100 West Harrison Plaza
North Tower, Suite 300
PO Box C19104
Seattle, WA 98109

Dennis Snyder Contractors
PO Box A
Clackamas, OR 97015

731-0188

ZAFIRATOS & ROMAN
ATTORNEYS AT LAW

NICHOLAS D. ZAFIRATOS
STEPHEN L. ROMAN

552 COMMERCIAL ST. – P. O. BOX 783
ASTORIA, OREGON 97103

TELEPHONE
503/325-5096

October 21, 1983

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Litherland/Snyder
OSHD Contract No. 9598

Dear Mr. Gormsen,

I represent James T. Litherland who entered into a contract on the Rainier Slide Section with Dennis V. Snyder, Contractors. The contract number is 9598.

The contract between Litherland and Snyder was wrongfully breached by Dennis V. Snyder, Contractors and accordingly, we are claiming the sum of $130,365 for our damages from the breach of contract.

I would appreciate it if you would consider this as a claim against Mr. Snyder's performance bond.

This letter and claim is an amendment of my previous claim filed under date of October 3, 1983.

Very truly yours,

ZAFIRATOS & ROMAN

Nicholas D. Zafiratos

NDZ/dj
cc: James Litherland

RECEIVED
OCT 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 12, 1983

For the record, the correct amount is $130,364, however, a Complaint was filed and served on the State of Oregon on November 28, 1983, which should be in your possession by this time.

Nicholas D. Zafiratos

RECEIVED
DEC 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 9, 1983

CON 5
#9598

Mr. Nicholas D. Zafiratos
Zafiratos & Roman Attorneys at Law
PO Box 783
Astoria, OR 97103

Dear Mr. Zafiratos:

This will acknowledge your letter of October 21, on behalf of James T. Litherland, forwarding a signed copy of a claim letter on Contract No. 9598 in connection with the Rainier Slide Section Project.

In that letter, the claim amount was $130,365. The unsigned claim letter stated it was $130,364.

My secretary talked with Dee Johnson of your office on October 24 and November 17 and it was our understanding that one of the letters contained a typographical error and we would be receiving a new corrected letter. To date, we have not received the corrected letter.

Until we receive a signed letter as to the correct amount, this matter will remain pending.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kjm

ZAFIRATOS & ROMAN
ATTORNEYS AT LAW
552 COMMERCIAL ST. – P. O. BOX 783
ASTORIA, OREGON 97103

NICHOLAS D. ZAFIRATOS
STEPHEN L. ROMAN

TELEPHONE
503/325-3096

October 21, 1983

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Litherland/Snyder
OSHD Contract No. 9598

Dear Mr. Gormsen,

Thank you for your recent letter indicating you have received notice of our claim in the above matter.

Since the claim was contained in an unsigned letter, I am enclosing a signed letter, indicating our claim.

Thank you for your consideration.

Very truly yours,

ZAFIRATOS & ROMAN

Nicholas D. Zafiratos

NDZ/dj
Encl.
cc: James Litherland

RECEIVED
OCT 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9598

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F 1(21)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE See below

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK
Right of Way & Last Resort Housing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
& Last Resort Housing
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 12-13-83 this will confirm the advance approval date of 11-7-83 to proceed with the actual acquisition of files 53738 and 53739 at a TEC of $64,800 - FF $57,140.64.

Also, as requested, this will confirm the advance approval date of 12-9-83 for the last resort housing plan dated 12-9-83 and authorization to proceed with the plan at a TEC of $7,200 - FF $6,348.96.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR
Info Memo R/D D/R Sign Act File

Orig. to 12/22

14. DATE 12-19-83

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9598

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F 1(25)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Columbia
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10198
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE 10-11-83
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W
10. GENERAL LOCATION:
Rainier Slide Section
11. GENERAL DESCRIPTION OF WORK
Maintain detour road during excavation
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date or 10-11-83 as requested in Mr. Keasey's letter of 12-13-83 as being cost effective for the use of State forces to proceed with the above work. State Force Order #4 is approved for a TEC of $15,000 - FF $13,222.

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 12/22

14. DATE 12-16-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Kessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9598

December 13, 1983

D. B. Jackmond
Contract Administration Engineer
~~Chemeketa Business Center~~ OR. STATE Highway Div.
1158 Chemeketa Street
Salem, Oregon 97310

Re: James T. Litherland v. Snyder and State, et al
Clackamas County No. 83-11-223
Contract No. 9598 - Rainier Slide Section

Dear Bryant:

I forward herewith a copy of plaintiff's Complaint in the above referenced case. As you will see, plaintiff seeks $148,234 damages. We have previously discussed the facts of this case. My memory is that we eliminated the use of chips on the subject slide correction project. The plaintiff subcontractor had lined up a source of chips by purchasing timbered acreage.

The first step in this case will be to test the Complaint by a motion to dismiss. We have no privity of contract with the plaintiff subcontractor and I have serious doubts that he has stated a valid cause of action against us. I will file a motion to dismiss within the next week or two.

Even if we are dismissed, we may be brought back in by the defendant general contractor as a third party defendant. In any event, we will probably wind up defending this case on the merits.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
Enclosure
cc: Al Harwood
Jim Cochell

95

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 13, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. F-1(21)
Rainier Slide Section
Columbia River Highway
Columbia County

I request confirmation of previous verbal authorization as of December 9, 1983 to proceed with the actual acquisition of files 53738 and 53739 as well as last resort housing for the family being displaced on file 53739. The estimated total cost for the additional right-of-way is $72,000 which includes $7,200 for last resort housing.

Enclosed for your approval is a last resort housing plan for the family being displaced as a result of further sliding.

The right-of-way to be acquired is as outlined in red on the enclosed sketch map.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files ✓

1st order of Business

MOTION TO DISMISS — ?

complaint I

P/T - Individual doing business - Oregon

Def Dennis V Snyder contractor individual doing business in Oregon, Clackamas Co.

U.S F&G - bonding Co.

Dept of Tran. Comm - Dept. S of Or

II

July 15, 83 P/T subcontracted with Snyder — on DOT Project - Rainer Slide Correction, no 9598 ex "A"

III

On Mar 11, 83 Snyder & Oregon entered contract 9598 # -

Snyder executed bond Def USF&G

IV

P/T reliance on Sub-Contract and as a Third Party Beneficiary of contract 9598 # - proceeded with performance by purchasing real prop as a source for fill Material

V

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9598

1st order of Business

MOTION TO DISMISS – ?

complaint I

P/T – Individual doing business – Oregon

Def Dennis V Snyder, contractor, individual doing business in Oregon, Clackamas Co.

U.S F&G – bonding Co.

Dept of Tran. Comm – Dept. S of Or

II

July 15, 83 P/T subcontracted with Snyder – on DOT Project – Rainer Slide Correction, no 9598 ex "A"

III

On Mar 11, 83 Snyder & Oregon entered contract 9598# –

Snyder executed bond Def USF&G

IV

P/T reliance on Sub-Contract and as a Third Party Beneficiary of contract 9598# – proceeded with performance by purchasing real prop as a source for fill Material

V

Def Snyder on or about Aug 22 '83 breached agreement & refused to allow P/T to perform

1ST order of Business

MOTION TO DISMISS – ?

complaint
I
P/T – INdividual doing business – OREGON
Def Dennis V Snyder contractor individual doing business in OREGON, CLACKAMAS Co.
U.S F&G – bonding Co.
DEPT of TRAN. Comm – Dept. S of Or

II
July 15, 83 P/T sub-contracted with snyder – on DOT Project – Rainer Slide Correction, no 9598 ex "A"

III
ON Mar 11, 83 Snyder & Oregon entered contract 9598 # –
Snyder executed bond Def USF&G

IV
P/T reliance on Sub-Contract and as a Third Party Beneficiary of contract 9598 # – proceeded with performance by purchasing real prop as a source for fill Material

V
Def Snyder on or about aug 22 '83 breached agreement & refused to allow P/T to perform 82,234
P/T incurred obligation – Payoff 82,234

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

VI - claim made on Contractors Bond
148,234 Plus Interest

VII entitled to reasonable case.
because of Def Snadere failure

arbitration clause art. 10.1 -

Nick Zafiratos - 325-3096 →
— February —
Gary Bullock →

Contracts - 186
Privity

Restatement of Contracts §133(c)
Restatement II of Contracts § 133 - intent to benefit

does K say right of T.P. enforceable

~~§74~~ → CJS 89
§ 186 Privity (2) - CJS 518 → 81 ALR 1271, 280(3)
§ 337(4) pleading several breaches
✱ 48 ALR 458

Oregon Lettuce Case
Chez Co v. Salem Fruit Union 233 P 547, 113 Or 398
(1925)

VI - claim made on Contractor's Bond
148,234 Plus Interest

VII entitled to reasonable case.
because of Def Snabere failure

arbitration clause art. 10.1 —

Nick Zafiratos — 325-3096 →
February
Gary Bullock →

Contracts — 186
Privity

Restatement of Contracts §133(c)
Restatement II of Contracts § 133 - intent to benefit

does K say right of T.P. enforceable

~~§14~~ → CJS 89
§ 186 Privity (2) = CJS 518 → 81 ALR 1271, 280(3)
§ 337(4) pleading several breaches
* 48 ALR 458

Oregon Supply Case
Prez Co v. Salem Fruit Union 233 P 547, 113 OR 398 (1925)
U.S. Steel Prod Co v. Poole-Dean Co 245 F 533, 157 C. CA 645

Rogue Valley Stations Inc v. Birk Oil Co Inc 568 F Supp 537 (1983)

✓ Northwest Airlines v. Crosetti Bros Inc. 483 P2d 70 258 Or 340 (1971)

✓ Waterway Terminals ~~Ins~~ Co v P.S. Lord Mechanical Contractors 406 P2d 556, 242 Or 1, 13 ALR3d 1

James A. C. Tait & Co v. D-Diamond Corp 365 P2d 883, ~~229 Or~~ 609 (1962)

Come now the Defendants State Land Board and State Board of Forestry and move the Court for its order changing the place of trial from Douglas County to Marion County for the reason that venue is wrongly laid in Douglas County. ORS 14.120 and ORS 14.110(1)(a)

The grounds for Defendants' motion is more fully set out in the memorandum of law attached.

Statement of the Case

Plaintiff commenced an action for declaratory judgment requesting that the court construe the validity of a certain timber sales contract. Named as defendant's in this action are two state agencies, the State Land Board and the State Board of Forestry. Both agencies maintain their offices in the City of Salem, Marion County, Oregon (Ex 1, 2). Timber sale contract no 341-82-94 was signed by the ~~State Forester~~ Asst. State Forester acting for the State on August 26, 1982 at the City of Salem, Marion County Oregon and forwarded to Plaintiff at Glendale, Douglas County Oregon shortly thereafter (Ex 1). Plaintiff now claims that the forester lacked authority to sign the contract and that this act in doing so was ultra vires. Plaintiff maintains its principal place of business at 4800 S.W. Griffith Drive Beaverton, Washington County, Oregon.

Venue is Proper only in Marion County

Venue in the case at bar depends upon the interplay of three statutes ORS 14.060, ORS 14.070 and ORS 14.080

W/ Levine

- check in come to the bldg.
- do it now – emergency repair
- landscape – remaining to be done
  - a. sign obstructed – weeds in planting bed tiles –
  - b. people to look at roof – no correspondence
  - c. floors – ceiling
  - d. door stop –
- do they want us there – how do we leave – 14 days

⑥

16 23 +7
13 11 -2
10 8 -2
7 10 +3

Comes now the Defendant, the State
of Oregon and Moves the Court for its

9597

Hampton

SERVED 11:30 a.m
11-28-83
CM

In the CIRCUIT Court of the State of Oregon

for the County of Clackamas

8459

JAMES T. LITHERLAND,

Plaintiff

vs.

DENNIS V. SNYDER, CONTRACTORS; UNITED STATES FIDELITY AND GUARANTY COMPANY: and THE STATE OF OREGON, by and through the Oregon Department of Transportation Commission,

Defendant

No. 83-11-223

SUMMONS

To David Frohnmayer
Attorney General of the State of Oregon
State Office Building
Salem, Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

NDZ

SIGNATURE OF OREGON RESIDENT ATTORNEY

Nicholas D. Zafiratos

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

P. O. Box 783
Astoria, Oregon 97103

STATE OF OREGON;
County of Clatsop } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action. & Complaint

NDZ

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

[illegible]

PAGE 1—SUMMONS

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

JAMES T. LITHERLAND,
Plaintiff,

vs.

DENNIS V. SNYDER, CONTRACTORS; UNITED STATES FIDELITY AND GUARANTY COMPANY; and THE STATE OF OREGON, by and through the Oregon Department of Transportation Commission,
Defendants.

Case No. 83-11-223

COMPLAINT

Plaintiff alleges:

I.

That at all times mentioned herein the Plaintiff was an individual doing business in the State of Oregon; the Defendant Dennis V. Snyder, Contractors, was an individual doing business in the State of Oregon in Clackamas County; United States Fidelity and Guaranty Company is a corporation authorized to do business in the State of Oregon; and the Department of Transportation Commission is a Department of the State of Oregon.

II.

That on or about the 15th day of July, 1983, the Plaintiff and Defendant Snyder, entered into an agreement wherein the Plaintiff was to perform certain services as a subcontractor for Defendant Snyder on an Oregon State Department of Transportation project, known as the Rainier Slide Section, Contract No. 9598, near Rainier,

ZAFIRATOS & ROMAN
ATTORNEYS AT LAW
552 COMMERCIAL · P.O. BOX 783
ASTORIA, OREGON 97103
503/325-3096

Oregon. That a copy of said contract is attached hereto, marked Exhibit "A" and by this reference is made a part hereof.

III.

That prior to that time, or on or about the 11th day of March, 1983, the Defendant Snyder and the Defendant Oregon State Department of Transportation, entered into an agreement whereby Defendant Snyder was to perform certain services under a Department of Transportation contract, known as the Rainier Slide Section, Contract No. 9598. That as a part of that contract, Defendant Snyder executed a bond with Defendant United States Fidelity and Guaranty Company, as surety. That said bond guaranteed that Defendant Snyder was to make all payments when duem to his subcontractors.

IV.

That the Plaintiff, in reliance upon the contract between he and Defendant Snyder, and as third-party beneficiary of the contract between Defendant Snyder and Defendant State of Oregon Department of Transportation, proceeded with his performance of his contract by purchasing real property to use as a source for fill material.

V.

That Defendant Snyder, on or about the 22nd day of August, 1983, breached his agreement with Plaintiff and terminated his services by refusing to allow him to proceed with the performance of his contract. That as a direct and proximate result of Defendant Snyder's aforesaid breach of contract, Plaintiff has incurred an obligation to pay off real property in the amount of $82,234 and incurred survey costs and interest fees in the approximate amount of $6,000, and has been damaged by the loss of his profits in the amount of $60,000, for a total of $148,234.

VI.

That claims have been made on the contractor's bond as aforesaid and no payment has been forthcoming and there is now due and owing to Plaintiff the sum of $148,234, plus interest at 9 per cent from the date of breach.

VII.

That pursuant to the agreement between Plaintiff and Defendant, Plaintiff is entitled to reasonable attorney fees because of Defendant Snyder's failure to abide by the terms of his agreement.

WHEREFORE, Plaintiff prays for judgment against the Defendants, and each of them in the amount of $148,234, plus interest at 9 percent from the date of breach, and for reasonable attorney fees and his costs and disbursemnts incurred herein.

ZAFIRATOS & ROMAN

Nicholas D. Zafiratos
Attorney for Plaintiff

To: MR. JAMES COCHELL
Resident Engineer

From: DENNIS V. SNYDER, CONTRACTORS
Prime Contractor

Subject: RAINIER SLIDE SECTION
Project
#9598
Contract No.
Subcontract with OREGON STATE HIWAY DEPTMENT

Attached are 1 copies of the subject subcontract only (without Special Provisions, etc., listed below). I certify that JAMES T. LITHERLAND is qualified to perform the work specified and request the consent of the Highway Division to this subcontract.

I also certify that the applicable documents checked below are physically attached to the original and duplicate original of the subcontract and are kept on file by
DENNIS V. SNYDER, CONTRACTORS
Prime Contractor
and
JAMES T. LITHERLAND
Subcontractor
;

( ) PR 1273 - Required Contract Provisions
( ) Affirmative Action Requirements for Women and Minorities
( ) Completed Certification of Nondiscrimination in Employment
( ) On-the-Job Training Special Provisions
( ) Contract Minimum Wage Schedule
( ) MBE Policy Statement

DENNIS V. SNYDER CONTRACTORS
Prime Contractor

EXHIBIT "A"

By: Dennis V. Snyder
Name
OWNER
Title
JULY 15, 1983
Date

SUBCONTRACTOR INFORMATION

In accordance with Special Provisions - Affirmative Action Requirements for Women and Minorities, Page b, Paragraph 3, the following information must be supplied for each subcontract at any tier, $10,000 or larger, on all Federal-aid projects.

CONTRACT NO.	#9598
NAME OF SUBCONTRACTOR	JAMES T. LITHERLAND
ADDRESS	P. O. BOX 778, ST. HELENS, OREGON
TELEPHONE NUMBER	325-2157
FEDERAL IRS NUMBER	93-0636564
AMOUNT OF SUBCONTRACT	$130,364.
START WORK (ESTIMATED)	AUGUST 15, 1983
COMPLETE WORK (ESTIMATED)	SEPT. 15,1983
COUNTY OR CITY	COLUMBIA COUNTY

APPROX

Form #600
Standard Subcontract Agreement for
Building Construction
$1.00

STANDARD SUBCONTRACT AGREEMENT FOR BUILDING CONSTRUCTION

This Document has important legal and insurance consequences; consultation with an attorney and insurance consultants and carriers is encouraged with respect to its completion or modification.

THIS AGREEMENT made at CLACKAMAS, OREGON
this 15 day of JULY , 19 83 , by
and between DENNIS V. SNYDER, CONTRACTORS
hereinafter referred to as the Contractor, and JAMES T. LITHERLAND P. O. BOX 778, ST. HELENS, OREGON
hereinafter referred to as the Subcontractor, to perform part of the Work on the following Project:

PROJECT OREGON STATE HIWAY DEPTMENT, #9598 RAINIER SLIDE SECTION, RAINIER, OREGON

OWNER OREGON STATE HIWAY DEPTMENT

ARCHITECT

© 1980 ASSOCIATED GENERAL CONTRACTORS OF AMERICA

ARTICLE 1

Scope of Work

1.1 The Contractor employs the Subcontractor as an independent contractor, to perform the following part of the Work which the Contractor has contracted with the Owner to provide on the Project: TO FURNISH LIGHT WEIGHT FILL IN ACCORDANCE WITH THE SPECIFICATIONS AS PER STATE HIWAY DEPTMENT PROJECT #9598 RAINIER SLIDE SECTION THIS WORK SHALL CONSIST OF FURNISHTNG , DELIVER AND UNLOAD AT PROJECT SITE LIGHT WEIGHT FILL MATER-AL, UNIT PRICE TO BE PAYED SUB-CONTRACTOR IS $5.75 (FIVE DOLLARS AND SEVENTY FIVE CENTS) PER CUBI YARD MEASURED INPLACE AS PER STATE HIWAY DEPTMENT PAY QUANTITIES ON MONTYLY PAY ESTAMITITIES PAYE PRIME CONTRACTOR. EST. 22,672 CUBIC YARDS MATERIAL PLUS OR MINUS.
The Subcontractor agrees to perform such part of the Work (hereinafter called "Subcontractor's Work") under the general direction of the Contractor and subject to the final approval of the Architect/Engineer or other specified representative of the Owner, in accordance with the Contract Documents. Subcontractor will furnish all of the labor and materials, along with competent supervision, shop drawings and samples, tools, equipment, scaffolding, and permits which are necessary for such performance.

1.2 The Contract Documents are:

1. COPIES OF LIGHTWEIGHT FILL REQUIREMENTS PG. 58-59, OREGON STATE HIWAY SPECS.

The Subcontrator binds himself to the Contractor for the performance of Subcontractor's Work in the same manner as the Contractor is bound to the Owner for such performance under Contractor's contract with the Owner. The pertinent parts of such contract will be made available upon Subcontractor's request.

1.3 Should any question arise with respect to the interpretation of the drawings and specifications, such questions shall be submitted to the Architect/Engineer and his decision shall be final and binding. If there is no Architect/Engineer for this Project, the Contractor's decision shall be followed by the Subcontractor.

ARTICLE 2

Payments

2.1 The Contractor agrees to pay to the Subcontractor for the satisfactory completion of Subcontractor's Work the sum of ONE HUNDRED THIRTY THOUSAND THREE HUNDRED SIXTY FOUR DOLLARS $130,364.00) in monthly payments of 100% percent of the work performed in any preceding month, in accordance with estimates prepared by the Subcontractor and approved by the Contractor and PAYED BY OREGON STATE DEPT. PAY ESTIMATES Payments made on account of materials not incorporated in the work, but delivered and suitably stored at the site, or at some other location agreed upon in writing, shall be in accordance with the terms and conditions of the Contract Documents. Subcontractor will provide monthly completed lien waivers and supplier affidavit forms, in a form satisfactory to the Owner and Contractor. Payment of the approved portion of the Subcontractor's monthly estimate shall be conditioned upon receipt by the Contractor of his payment from the Owner. Approval and payment of Subcontractor's monthly estimate is specifically agreed not to constitute or imply acceptance by the Contractor or Owner of any portion of the Subcontractor's Work.
FINAL PAY QUALITITIES WILL BE BASED ON CUBIC YARDS MEASURED IN PLACE BY OREGON STATE HIWAY DEPT-MENT WILL BE PAYED AT $5.75 PER CUBIC YARD.

2.2 In the event the Subcontractor does not submit to the Contractor such monthly estimates by NA, then the Contractor may at his option include in his monthly estimate to the Owner for Work performed during the preceding month such amount as he may deem proper for the Work of the Subcontractor for the preceding month and the Subcontractor agrees to accept such approved portion thereof in lieu of monthly payment based upon the Subcontractor's estimate.

2.3 In the event it appears to the Contractor that the labor, material and other bi[illegible] incurred in the performance of Subcontractor's Work are not being current[illegible] the Contractor may take such steps [illegible] deems necessary to insure that the money paid with any progress payment will be utilized to pay such bills.

2.4 Final payment shall be paid to the Subcontractor upon approval by the Owner, Architect and the Contractor of the Subcontractor's Work and, upon payment having been received by the Contractor for all of Subcontractor's Work and satisfactory evidence having been received by the Contractor that all labor, including customary fringe benefits and payments due under collective bargaining agreements, and all subcontractors and materialmen have been paid to date and are waiving their lien rights upon the final payment of a specific balance due.

2.5 The Contractor may deduct from any amounts due or to become due to the Subcontractor any sum or sums owing by the Subcontractor to the Contractor; and in the event of any breach by the Subcontractor of any provision or obligation of this Subcontract, or in the event of the assertion by other parties of any claim or lien against the Owner, the Contractor, Contractor's Surety, or the premises upon which the Work was performed, which claim or lien arises out of the Subcontractor's performance of this Agreement, the Contractor shall have the right, but is not required, to retain out of any payments due or to become due to the Subcontractor an amount sufficient to completely protect the Contractor from any and all loss, damage or expense therefrom, until the claim or lien has been adjusted by the Subcontractor to the satisfaction of the Contractor. This paragraph shall be applicable even though the Subcontractor has posted a full payment and performance bond.

ARTICLE 3

Prosecution of the Work

3.1 Time is of the essence for both parties, and they mutually agree to see to the performance of their Work and the Work of their subcontractors so that the entire project may be completed in accordance with the Contract Documents. The Subcontractor shall provide the Contractor with scheduling information and Subcontractor's proposed schedule for the Subcontractor's Work. The Contractor shall then prepare the Schedule of the Work and, as may be necessary, revise such schedule as the Work progresses. Subcontractor acknowledges that revisions may be made in such schedule and agrees to make no claim for acceleration or delay by reason of such revisions so long as such revisions are of the type normally experienced in Work of this scope and complexity.

3.2 The Subcontractor shall prosecute Subcontractor's Work in a prompt and diligent manner in accordance with the Schedule of Work without hindering the Work of the Contractor or any other subcontractor. If work of others is damaged by Subcontractor, the Subcontractor will cause such damage to be corrected to the satisfaction of and without cost to the Contractor and Owner. In the event Subcontractor fails to maintain his part of the Schedule of the Work, he shall, without additional compensation, work such overtime as the Contractor may direct until Subcontractor's Work is in accordance with such schedule.

3.3 The Subcontractor shall be responsible for and will prepare for performance of Subcontractor's Work, including without limitation thereto, the submission of shop drawings, samples, tests, field dimensions, determination of labor requirements and ordering of materials as required to meet the Schedule of Work. Subcontractor shall notify Contractor when portions of his Work are ready for inspection.

3.4 The Subcontractor will furnish periodic progress reports of the Subcontractor's Work as mutually agreed including the progress of materials or equipment to be provided under this Agreement that may be in the course of preparation or manufacture.

3.5 The Subcontractor shall cooperate with the Contractor and subcontractors whose work may interfere with the Subcontractor's Work and participate in the preparation of coordinated drawings and work schedules in areas of congestion, specifically noting and advising the Contractor of any interference by other contractors or subcontractors.

3.6 The Subcontractor shall keep the building and premises reasonably clean of debris resulting from the performance of Subcontractor's Work. If the Subcontractor fails to comply with this paragraph within 48 hours after receipt of notice of noncompliance from the Contractor, the Contractor may perform such necessary clean-up and deduct the cost from any amounts due to the Subcontractor.

3.7 The Subcontractor shall give adequate notices pertaining to the Work of the Subcontractor to proper authorities and secure and pay for all necessary licenses and permits to carry on Subcontractor's Work, the furnishing of which is required by the Contract Documents.

[illegible] The Subcontractor shall comply [illegible] Federal, State and local laws, Social [illegible] Laws and Unemployment Compensation Laws, Workers' Compensation Laws and Safety Laws insofar as applicable [illegible] the performance of this Agreement. He shall pay all taxes applicable to the performance of Subcontractor's Work. He shall also maintain his own safety program for compliance with such laws.

[illegible] The Subcontractor will not assign this subcontract nor subcontract the whole or any part of the Work to be performed hereunder without the prior written consent of the Contractor, with the exception of those subcontractors listed by the Subcontractor and furnished to the Contractor at the time this Agreement is executed.

ARTICLE 4

Changes in the Work

4.1 The Contractor and Subcontractor agree that the Contractor may add to or deduct from the amount of Work covered by this Agreement, and any changes so made in the amount of Work involved, or any other parts of this Agreement, shall be by a written amendment hereto setting forth in detail the changes involved and the value thereof which shall be mutually agreed upon between the Contractor and Subcontractor. The Subcontractor agrees to proceed with the Work as changed when so ordered in writing by the Contractor so as not to delay the progress of the Work, and pending any determination of the value thereof unless Contractor first requests a proposal of cost before the change is effected. If the Contractor requests a proposal of cost for a change, the Subcontractor shall promptly comply with such request.

4.2 Subcontractor shall be entitled to receive no extra compensation for extra Work or materials or changes of any kind regardless of whether the same was ordered by the Contractor or any of his representatives unless a Change Order therefor has been issued in writing by the Contractor. If extra work was ordered by the Contractor and the Subcontractor performed same but did not receive a written order therefor, the Subcontractor shall be deemed to have waived any claim for extra compensation therefor, regardless of any written or verbal protests or claims by the Subcontractor. The Subcontractor shall be responsible for any costs incurred by the Contractor for changes of any kind made by the Subcontractor that increase the cost of the work for either the Contractor or other subcontractors when the Subcontractor proceeds with such changes without a written order therefor.

4.3 The Subcontractor agrees that no claim for additional services rendered or materials furnished by the Subcontractor to the Contractor shall be valid unless notice is given to the Contractor prior to the furnishing of the services or material or unless written notice of the claim therefor is given by the Subcontractor to the Contractor not later than the last day of the calendar month following that in which the claim originated, with the amount of the claim to be given in writing by the Subcontractor as soon as practicable.

4.4 The Subcontractor will make all claims for extra compensation and for extension of time to the Contractor promptly in accordance with this Article and consistent with the Contract Documents.

4.5 Notwithstanding any other provision, if the Work for which the Subcontractor claims extra compensation is determined by the Owner or Architect not to entitle the Contractor to a Change Order or extra compensation, then the Contractor shall not be liable to the Subcontractor for any extra compensation for such Work, unless Contractor agreed in writing to such extra compensation.

ARTICLE 5

Insurance and Indemnity

5.1 Prior to starting Work the Subcontractor shall procure and maintain in force, Workers' Compensation Insurance, Employers Liability Insurance, Comprehensive General Liability Insurance with contractual coverage and Automobile Liability Insurance and such other insurance, to the extent required by the Contract Documents for the Subcontractor's Work.

5.2 The Subcontractor's Comprehensive General and Automobile Liability Insurance, as required by Paragraph 5.1 shall be written for not less than limits of liability as follows:

a. Comprehensive General Liability

1. Bodily Injury $ $500,000. Each Occurrence (Completed Operations)

$ $1,000,000. Aggregate

2. Property Damage $ $500,000. Each Occurrence

$ $1,000,000. Aggregate

b. Comprehensive Automobile Liability

1. Bodily Injury $ $500,000. Each Person

$ $500,000. Each Occurrence

2. Property Damage $ $500,000. Each Occurence

5.3 Comprehensive General Liability Insurance may be arranged under a single policy for the full limits required or by a combination of underlying policies with the balance provided by an Excess or Umbrella Liability policy.

5.4 The foregoing policies shall contain a provision that coverages afforded under the policies will not be cancelled or not renewed until at least thirty (30) days' prior written notice has been given to the Contractor. Certificates of Insurance acceptable to the Contractor shall be filed with the Contractor prior to the commencement of Work.

5.5 The Contractor and Subcontractor waive all rights against each other and against the Owner, the Architect/Engineer, separate contractors, and all other subcontractors for damages caused by fire or other perils to the extent covered by Builder's Risk or any other property insurance, except such rights as they may have to the proceeds of such insurance.

5.6 To the fullest extent permitted by law, the Subcontractor agrees to indemnify and hold harmless the Contractor, the Owner, the Architect/Engineer and all of their agents and employees from and against all claims, damages, losses and expenses, including but not limited to attorney's fees, arising out of or resulting from the performance, or failure in performance, of the Subcontractor's Work under this Subcontract, provided that any such claim, damage, loss or expense (1) is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself) including the loss of use resulting therefrom, and (2) is caused in whole or in part by any negligent act or omission of the Subcontractor or anyone directly or indirectly employed by him or anyone for whose acts he may be liable regardless of whether it is caused in part by a party indemnified hereunder. Such obligations shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this Paragraph 5.6.

5.6.1 In any and all claims against the Contractor or any of his agents or employees by any employee of the Subcontractor, anyone directly or indirectly employed by him or anyone for whose acts he may be liable, the indemnification obligation under this Paragraph 5.6 shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Subcontractor under Workers' Compensation acts, disability benefit acts or other employee benefit acts.

5.6.2 The obligations of the Subcontractor under this Paragraph 5.6 shall not extend to the liability of the Architect/Engineer, his agents or employees, arising out of (a) the preparation or approval of maps, drawings, opinions, reports, surveys, Change Orders, designs or specifications, or (b) the giving of or failure to give directions or instructions by the Architect/Engineer, his agents or employees, providing such giving or failure to give is the primary cause of the injury or damage.

ARTICLE 6

Performance Bond and Labor and Material Payment Bond

A Performance Bond and a Labor and Material Payment Bond in a form satisfactory to the Contractor shall be furnished in the full amount of this Agreement, if required by the Contractor. This obligation shall continue throughout the agreement and may be required at any time during the performance of Subcontractor's Work by a change under Article 4.

ARTICLE 7

Warranty

The Subcontractor agrees to promptly make good without cost to the Owner or Contractor any and all defects due to faulty workmanship and/or materials which may appear within the guarantee or warranty period so established in the Contract Documents, and if no such period be stipulated in the Contract Documents, then such guarantee shall be for a period of one year from date of completion and acceptance of the project by the Owner. The Subcontractor further agrees to execute any special guarantees as provided by the terms of the Contract Documents, prior to final payment.

ARTICLE 8

Contractors' Obligations

8.1 The Contractor agrees to be bound to the Subcontractor by all the obligations that the Owner assumes to the Contractor under the Contract Documents and by all provisions thereof affording remedies and redress to the Contractor from the Owner insofar as applicable to this Agreement.

8.2 Upon request, the Contractor will give the Subcontractor written authorization to obtain direct from the Architect/Engineer or Owner's authorized agent, evidence of amount and percentages of completion certified on his account.

8.3 The Contractor shall not issue or give any instruction, order or directions directly to employees or workmen of the Subcontractor other than to the persons designated as the authorized representative(s) of the Subcontractor.

8.4 The Contractor shall make no demand for liquidated damages in any sum in excess of the amount specifically named in this Agreement or the Contract Documents. Liquidated damages shall not be assessed for delays not caused by the Subcontractor. Liquidated damages, when assessed, shall not exceed the Subcontractor's proportionate share of the responsibility for such delay. This provision does not preclude any claim the Contractor may have for direct damages under law.

8.5 The Subcontractor will furnish those temporary facilities and services required by the Subcontractor except for those to be provided by the Contractor set forth in the Attachment A to this Agreement. Adequate storage areas, if available, will be allocated by the Contractor for the Subcontractor's materials and equipment during the course of the Work.

8.6 The Contractor agrees that no claim for services rendered or materials furnished by the Contractor to the Subcontractor shall be valid unless notice is given to the Subcontractor prior to furnishing of the services or material or unless written notice of the claim therefor is given by the Contractor to the Subcontractor not later than the last day of the calendar month following that in which the claim originated, with the amount of the claim to be given in writing by the Contractor as soon as practicable.

ARTICLE 9

Termination

9.1 Should the Subcontractor fail at any time to supply a sufficient number of properly skilled workmen or sufficient materials and equipment of the proper quality, or fail in any respect to prosecute the Work with promptness and diligence, or fail to promptly correct defective Work or fail in the performance of any of the agreements herein contained, the Contractor may, at his option, provide such labor, materials and equipment and to deduct the cost thereof, together with all loss or damage occasioned thereby, from any money then due or thereafter to become due to the Subcontractor under this Agreement.

9.2 If the Subcontractor at any time shall refuse or neglect to supply sufficient properly skilled workmen, or materials or equipment of the proper quality and quantity, or fail in any respect to prosecute Subcontractor's Work with promptness and diligence, or cause by any action or omission the stoppage or interference with the work of the Contractor or other subcontractors, or fail in the performance of any of the covenants herein contained, or be unable to meet his debts as they mature, the Contractor may at his option at any time after serving written notice of such default with direction to cure in a specific period, but not less than two (2) working days, and the Subcontractor's failure to cure the default, terminate the Subcontractor's employment by delivering written notice of termination to the Subcontractor. Thereafter, the Contractor may take possession of the plant and work, materials, tools, appliances and equipment of the Subcontractor at the building site, and through himself or others provide labor, equipment and materials to prosecute Subcontractor's Work on such terms and conditions as shall be deemed necessary, and sh[illegible]uct the cost thereof, including with[illegible]riction thereto all charges, expenses, losses, costs, damages, and attorney's fees, incurred as a result of the Subcontractor's failure to perform, from any money then due or thereafter to become due to the Subcontractor under this Agreement.

9.3 If the Contractor so terminates the employment of the Subcontractor, the Subcontractor shall not be entitled to any further payments under this agreement until Subcontractor's Work has been completed and accepted by the Owner, and payment has been received by the Contractor from the Owner with respect thereto. In the event that the unpaid balance due exceeds the Contractor's cost of completion, the difference shall be paid to the Subcontractor; but if such expense exceeds the balance due, the Subcontractor agrees promptly to pay the difference to the Contractor.

ARTICLE 10

Claims

10.1 All claims, disputes and other matters in question arising out of, or relating to, this Subcontract or the breach thereof shall be decided by Arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association then obtaining unless the parties mutually agree otherwise. This agreement to arbitrate shall be specifically enforceable under the prevailing arbitration law. The award rendered by the arbitrators shall be final, and judgment may be entered upon in accordance with applicable law in any court having jurisdiction thereof.

10.2 In the event the Contractor and Owner or others arbitrate matters relating to this Subcontract, it shall be the responsibility of the Subcontractor to prepare and present the Contractor's case, to the extent the proceedings are related to this Subcontract.

10.3 Should the Contractor enter into arbitration with the Owner or others regarding matters relating to this Agreement, the Subcontractor shall be bound by the result of the arbitration to the same degree as the Contractor.

10.4 The Subcontractor shall carry on Subcontractor's Work and maintain his progress during any arbitration proceedings.

ARTICLE 11

Prevailing Law

This Agreement shall be governed by the law in effect in OREGON

IN WITNESS WHEREOF the parties hereto have executed this Agreement under seal, the day and year first above written.

JAMES T. LITHERLAND
Subcontractor

ATTEST: ______________________

By ______________________ OWNER
(Title)

DENNIS V. SNYDER, CONTRACTORS
Contractor

ATTEST: ______________________

By Dennis V Snyder OWNER
(Title)

placed in the upper one foot of embankments or within one foot of pipes or other structures shall have a maximum size of three inches.

The stone embankment material shall be placed in lifts a maximum of 2 feet in depth of uncompacted material unless otherwise directed by the engineer.

203.41 Compaction and Density Requirements - Compaction of detour embankments to the densities set forth in the Standard Specifications will not be required. Detour embankments shall be compacted by routing the hauling and spreading equipment to distribute travel over the entire area of embankments or by other means as necessary to provide a thoroughly compacted, dense, firm embankment.

LIGHTWEIGHT FILL

This work shall consist of furnishing and placing a lightweight fill in accordance with these specifications and in reasonably close conformance to the location, thickness and cross sections shown on the plans or established by the engineer.

Materials - The lightweight fill material shall consist of 100% fresh wood fibers, such as sawdust, hog fuel or wood chips. Partially decomposed or decomposing wood fiber, as indicated by temperatures above ambient will not be allowed. The material shall be tested by the engineer and shall not have a temperature greater than 70° Fahrenheit or greater than ambient temperature whichever is higher.

No composition wood products, such as particle or chip board, pressed hard board, or presto-log fragments shall be used in this embankment. Maximum particle size shall be 6 inches in the greatest dimension. Sufficient smaller sized material shall be used to produce a uniformly dense fill.

Cedar wood fibers shall not be allowed.

Construction - The lightweight embankment may be constructed by dumping from trucks or by any other methods approved by the engineer. The embankment material shall be placed in lifts a maximum of 1 foot in depth of uncompacted material.

Compaction shall be obtained by covering the entire surface of each lift with a minimum of two passes with a D8-Caterpiller tractor or other similar compact units as approved by the Engineer. Hauling units shall be routed over the entire fill for additional compaction.

Compaction equipment shall weigh a minimum of 33,000 pounds.

Measurement - The pay quantities of "Lightweight Fill Material" will be on a cubic yard basis and will be determined by cross section measurement of the material in place in final position in the work as specified. The pay quantities will be limited to the neat lines of specified cross sections, lines, grades and slopes as shown on typical sections or as otherwise directed by the engineer. The pay quantities will not include additional quantities required due to subsidence and settlement of the ground or foundation or to settlement of materials within the embankment.

Payment - The pay quantity of lightweight fill material will be paid for at the contract unit price per cubic yard for the item "Lightweight Fill Material", which price and payment shall be full and complete compensation for furnishing, hauling, placing and compacting of all materials, including all labor, equipment, tools and incidentals necessary to complete the work as specified.

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications supplemented and/or modified as follows:

206.01 Scope - Minor quantities of excavation required for culvert inlet and outlet ditches at the inlet right of Station 393+25 ± will be paid for at the contract unit price for the item "Trench Excavation". The quantity to be paid for will be the quantity within the grades and slopes established by the engineer.

SECTION 222 - FINISHING ROADBED AND SLOPES

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications supplemented and/or modified as follows:

9598

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

November 10, 1983

IN REPLY REFER TO
FILE NO.:

Mr. Stephen D. Petersen
Attorney at Law
P.O. Box T
Rainier, Oregon 97048

RE; St. Helens Federal
Credit Union property
in Rainier, Oregon

I have been handed your letter of September 21, 1983 to Ms. Adele Egan in our Salem Right of Way Office regarding the St. Helens Federal Credit Union lots in Rainier.

Your letter has gone full circle and I can't find where anybody has responded to it directly, so I would like to bring you up to date.

As near as we can tell, your letter is referring to the north half of Block 18 in Dobbins Additions in St. Helens. This is between 9th and 10th Streets East on "C" Street. A State Geologist has inspected this property and we can find no evidence that it has been affected by any work done by the Oregon State Highway Division.

If you have any further questions, please don't hesitate contacting me.

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc E. Egan, Salem
A. Harwood, Operations Engr.
C. Eshelman, Geologist

4591

4B-24-22
4B-15-12

LUCAS, PETERSEN & HUFFMAN
ATTORNEYS & COUNSELORS AT LAW

OBERT A. LUCAS
STEPHEN D. PETERSEN
JAMES D. HUFFMAN
JOEL LIEBERMAN
TED E. GROVE

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048-0536
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051-1886
(503) 397-3118

CLATSKANIE OFFICE
P.O. BOX 288
CLATSKANIE, OR 97016-0288
(503) 728-2682

September 21, 1983
Rainier Office

State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attention: Ms. Adele Egan

Dear Ms. Egan:

Please be advised that I represent St. Helens Federal Credit Union concerning a couple of lots they own in Rainier, Oregon. It appears that the work the State of Oregon has done on Highway 30 has made the property owned by the Credit Union valueless. The properties are located on "C" Street between 9th Street East and 10th Street East.

I would appreciate you having your people check on this property and getting back to our office at your earliest convenience concerning reimbursing the Credit Union.

Very truly yours,

LUCAS, PETERSEN & HUFFMAN

SD Petersen

Stephen D. Petersen

SDP:lw

cc: Mr. Don Noldge
Mr. Sandy Dillard

RIGHT OF WAY ADMINISTRATION
RECEIVED
SEP 23 1983

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☐	☒	☐	☐	☐	☐
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RECEIVED
SEP 27 1983
DIST. 1-RIGHT OF WAY

c.c. to Al Harwood -
they will look [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. BOYD
Right-of-Way Manager

DATE: November 3, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: RAINIER SLIDE SECTION
LOWER COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9598

BARKER

OM MA OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

During the course of our slide correction project some pretty sizable cracks opened up on property adjacent to our right-of-way. These cracks have now opened up to the point where they are of a size that could be considered hazardous.

The cracks are on property owned by Charles Barker, who has contacted me concerning damage to his property. The property is unimproved and it is on streets that are plotted but not developed. It is my recommendation that we purchase this property as quickly as possible so that we can go in and fill the cracks.

I'd recommend that we get a permit of entry, if we can, to allow us to go in and take care of these cracks. The whole hillside is a slide area and there are signs of previous slides on this property. However, the fact that these new cracks opened up during the time that we were doing the slide corrective work on our right-of-way would be taken as an indication that our slide corrective work was the cause of this latest cracking.

I've enclosed some previous correspondence in this matter, as well as a sketch map prepared by Eshelman.

I recommend that we acquire the property owned by Barker, fronting on Commercial street between 8th and 10th Streets.

ACH/b

Enclosure

cc: Ken Rolfe

Ken has my copy of map

11-9-83

CL 83-211

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]

October 14, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9598

Mr. Nicholas D. Zafiratos
Attorney at Law
P. O. Box 783
Astoria, OR 97103

Dear Mr. Zafiratos:

We have received your letter dated October 3, 1983, addressed to the Highway Division in Milwaukie and a copy of an unsigned letter to U. S. Fidelity and Guarantee on behalf of James T. Litherland filing a claim against the following Highway Division contract:

FILED BY:	James T. Litherland
AMOUNT:	$130,364
AGAINST (Prime contractor):	Dennis Snyder Contractors
CONTRACT NO.:	9598
PROJECT:	Rainier Slide Section Columbia River Highway Columbia County
SURETY:	U. S. Fidelity & Guaranty Co.
AGENT:	Emery & Karrigan, Inc.

NOTED ON CARD
Oct 20, 1983
Kjm

We will forward this claim to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: U. S. Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

Dennis Snyder Contractors
P. O. Box A
Clackamas, OR 97015

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

ZAFIRATOS & ROMAN
ATTORNEYS AT LAW
552 COMMERCIAL ST. – P. O. BOX 783
ASTORIA, OREGON 97103

NICHOLAS D. ZAFIRATOS
STEPHEN L. ROMAN

TELEPHONE
503/325-3096

October 3, 1983

OM MRE [✓ OE] PPM CE
TOS RECEIVED ME
US OCT - 5 1983 PDM
CSA Metro Region TAM
SO PA EM PUD LM

Oregon State Highway Department
Mr. Edward L. Hardt
Region 1, Regional Engineer
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Contract No. 9598
James T. Litherland/Dennis V. Snyder

Dear Mr. Hardt,

I'm enclosing a copy of the claim which I have filed today with the bonding company on the Rainier Slide Section, project number 9598. My client has instructed me to file an action to enforce his claim unless we can come to some reasonable settlement soon.

I would appreciate hearing from you or your attorneys as soon as possible.

Very truly yours,

ZAFIRATOS & ROMAN

Nicholas D. Zafiratos

NDZ/dj
Encl.
cc: James Litherland

RECEIVED
OCT 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ZAFIRATOS & ROMAN
ATTORNEYS AT LAW
552 COMMERCIAL ST. – P. O. BOX 785
ASTORIA, OREGON 97103

NICHOLAS D. ZAFIRATOS
STEPHEN L. ROMAN

TELEPHONE
503/325-3096

October 3, 1983

U.S. Fidelity & Guarantee
P. O. Box 1701
Portland, Oregon 97207

Re: James T. Litherland/
Dennis V. Snyder, Contractors

Gentlemen:

Please be advised that I represent James T. Litherland, who entered into a contract with Dennis V. Snyder, Contractors, for certain work on the Rainier Slide Section, near Rainier, Oregon. The Oregon State Highway Department contract number is 9598. As part of Mr. Snyder's contract with the State he was obligated to post a performance bond, which you furnished.

Soon after the contract was executed between my client and Mr. Snyder, Mr. Snyder cancelled the contract. Unfortunately, my client had already expended a great deal of time and money in preparation for the performance of his contract, all which was in the contemplation of the parties.

Part of the preparation included the purchase of a parcel of real estate, with timber, to use as a raw material source for the material that Mr. Litherland was to furnish for the light weight fill called for under Mr. Snyder's contract. Mr. Litherland also incurred other expenses in preparation of fulfilling his contract obligations.

Accordingly, on Mr. Litherland's behalf, I am making a claim against Mr. Snyder's performance bond in the amount of $130,364.

I'm sending a copy of this letter to both Mr. Snyder and the State of Oregon in the hope that an equitable solution may quickly be found.

Very truly yours,

ZAFIRATOS & ROMAN

Nicholas D. Zafiratos

RECEIVED
OCT 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NDZ/dj
cc: Dennis V. Snyder
Oregon State Highway Dept.
James Litherland

1859

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1983

Zafiratos & Roman
Attorneys at Law
552 Commercial Street
P.O. Box 788
Astoria, OR 97103

RE: James T. Litherland/Dennis V. Snyder
OSHD Contract No. 9598

Attn: Mr. Nicholas D. Zafiratos

Dear Mr. Zafiratos:

We have received your letter of October 3, 1983, and its attached, unsigned, copy of a letter to U.S. Fidelity & Guarantee notifying them of a claim against the contractor's performance bond on the above Oregon State Highway commission contract. These data, in the form transmitted, will be processed through channels to the Secretary of State.

May I suggest that you contact Mr. Snyder concerning any matters of contract between his firm and your client.

Sincerely,

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:sh

cc: Dennis V. Snyder

bc: Al Harwood
Bob Gormsen (Attach) -Note: Please file with Sec. of State

RECEIVED
OCT 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9=91

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nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(21)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM

Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8-22-83	Primary 1	Primary 2W

10. GENERAL LOCATION:

RAINIER SLIDE SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested by Mr. Swan's September 20, 1983 letter, this will confirm the advance approval date of August 22, 1983 of the program change adding "Relocation Assistance" to the character of proposed work and authorization to proceed with the actual acquisition of the remainder of file number 52964 (subsequently identified as 53667) as shown on R/W map 1R-4-787 at a total estimated cost of $55,500 - Federal Funds $48,940, including relocation expense.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

NOTED
W. E. SCHWARTZ

Info
Inves
R/D
D/R
Sign
Act
File
FOX
REFER TO 10/5 Keasey
OCT 3 '83
RECEIVED
STAT HWY ENGR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9-27-83	John D Wickman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Program Change
Project No. F-1(21)
Rainier Slide Section
Right of Way
Columbia County

I request your approval of a program change on the subject project to include in the Character of Proposed work "Relocation Assistance" necessary for the moving of one family at an estimated cost of $10,000.

I further request confirmation of previous verbal approval as of August 22, 1983 to proceed with the acquisition of the additional right of way as outlined in red on the enclosed copy of right of way map 1R-4-787. The estimated cost of this additional right of way and relocation is $55,500.

CL:pf
Enclosure

cc: D. Aman
General Files ✓

2W

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

September 15, 1983

J. H. Versteeg
Road Design Engineer

File 53657
Rainier Slide
Columbia River Highway
Columbia County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

7598 1-1-3 5

Sliding slows highway work

RAINIER (AP) — Fears that a section of U.S. Highway 30 east of here would disappear have led the Oregon Highway Division to stop excavating and start filling it.

"We ran into so many problems with the detour settling that we started filling the cavity with rock just as fast as we could," state construction engineer Marian Craft said Tuesday.

Originally the plan had been to excavate the section, fill it with sawdust, seal it with rock, then pave it. Unexpected additional sliding washed out that scheme.

"We didn't know if it would work anyhow," Craft said.

The 55-foot-deep excavation removed so much weight that the hillside above the highway began sliding. "Our geologists didn't expect that," Craft said. "They recommended we fill it quickly, because for a time last week we were afraid we'd lose the whole highway."

Mobile homes are being barred from the highway. The detour is narrow and curving, and has settled several feet in one section, creating a roller-coaster effect, Craft said.

Trucks are still allowed to travel the highway, although Craft said trucks originating in or heading to Portland would be well advised to use Interstate 5 in Washington.

Craft estimates the work will be completed by the end of September or early October.

9548

STATE OF OREGON

INTEROFFICE MEMO

TO: WENDELL SCHWARTZ, Assistant
State Highway Engineer

DATE: August 22, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: RAINIER SLIDE

RECEIVED
STATE HWY ENGR
AUG 23 '83
REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
W. E. SCHWARTZ

Orig to
8/24

The corrective work is well underway on the subject project, with excavation nearly complete. If the weather remains favorable we would expect the excavation to be completed this week and hopefully the contractor will begin placing rock.

Of concern are a number of cracks showing up just above the slide correction work, particularly in the area of an occupied house, immediately to the south and east of the work. On that property, in the last week, cracks have developed in the driveway, along a retaining wall, across the detour paving in front of the house and up the hill behind the house about 150' to 200' in a swampy area.

There is a very strong possibility that the cracking we are observing is a result of the slide correction work that we are presently performing. I don't know that the house is in immediate danger or that we are responsible if it is. I don't feel that the people living in the house are in danger, because even if the house moves I wouldn't expect that it would be a very sudden or abrupt move. However, I would like to see the people out of the house and in the belief that we will be blamed for the damage to the property, I suggest that we immediately purchase the property and take possession as soon as possible.

We could then take whatever steps are necessary to control the water in the swampy area.

I understand Right of Way has been contacted by the contract purchaser of the property complaining about doors that do not close and cracks in the foundation.

There is a "For Sale" sign on the property so I feel it is a good time to purchase the property. I would much prefer to do this than to argue about whether any damage to the property was of our doing or is our responsibility.

The right of way file number on the property is 52964.

Approved
Wendell E. Schwartz

ACH/b

125-1307

9598.

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

[illegible] Slide

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

NOTED
E. S. HUNTER

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

81-125-1387

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Rainier Slide

HIGHWAY Lower Columbia River

COUNTY Columbia

1. OCCURRENCE: DATE Winter 77-78
2. PROSPECTUS: DATE Blank RECEIVED Unknown LOC. APPROVED 7-6-81
3. O.T.C. APPROVED: 1-19-82
4. PE PROGRAMMED: DATE 8-25-81 AUTH. 9-2-81
5. ROW NEED NOTED: 8-30-82
6. REQUESTED BY ROW SECTION: 8-25-82
7. ROW PROGRAMMED: DATE 8-30-82 AUTH. 9-7-[illegible]
8. PS&E: REQUESTED 1-31-83 APPROVED: 2-2-83
9. LETTING DATE: 2-24-83
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO x

GC:pf:8-5-83

9598

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: August 5, 1983

FROM: Ron Jennison

SUBJECT: Rainier Slide Repair

The contractor has been pumping water out of the excavation. This water has saturated the ground down-slope from the cut. Clarence asked that the contractor add more discharge hose in order to get the water completely out of the area.

There are cracks forming above the cut slope on the detour. There is also a wet zone across the face of this cut. The ground above the wet zone appears to be moving towards the highway.

Cracks were also observed around the inclinometer tube. This confirs the inclinometer readings taken on 8/2/83.

9598

STATE OF OREGON INTEROFFICE MEMO

TO: Curt Duval

DATE: April 20, 1983

FROM: C.J. Eshelman C.J. Eshelman

SUBJECT: Rainier Slide Area

Yesterday I investigated the Rainier Slide area. My attention was called to the problem of continued increasing movement by Jim Cochell, who said that several inches of raodway settlement had occured within the last week.

The contractor has cleared the area, but no excavation has begun. One prominent tension crack has been exposed on the west side of the slide. The crack extends from the roadway through the Muck property, through the basement staircase, across the front, through the Knappton Tug facility and to the river. The railroad tracks have been displaced and water is not draining from the ditch along the tracks.

Our unloading and dewatering project should reduce driving slide forces eventually, but this will take some time. Any westerly migration of the slide could destroy the Muck residence. No provision has been made to prevent damage to the house.

Jim expressed concern about houses in the upper area and especially the school up the hill. He felt it would be wise to install an inclinometer tube directly above the slide area to monitor during the construction. We plan to do this next week.

Some other observations on contributing factors involving the slide:

Three houses on the street above the slide have added fill to expand

Contains Recycled Materials
81-125-1387

their level property.

The house adjacent to 2W west of the slide has an overflowing septic tank.

A pvc pipe water source lying above ground is connected to the same house (I suspect a broken water main).

Organic refuse has been placed on the slope area directly above the slide.

8th Street drainage goes directly into the slide.

CC: Marion Craft
Jim Cochell
Ken Rolfe

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON

DATE: March 10, 1983

TO: Oregon Transportation Commission

copy
Con 4-4

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Rainier Slide Section
Lower Columbia River Highway

You concurred in my recommendation to award contracts for the bids received on February 24. Project No. 4 (Rainier Slide) was originally recommended for award to SCCI, Inc., the apparent low bidder. They made a mistake in preparing their bid proposal. When their bid was adjusted reflecting the actions required by the standard specifications, SCCI, Inc. is no longer the low bidder.

Attached is revised information on this project showing the low bidder and my recommendation to award the project to Dennis Snyder, Contractors, with the low bid of $539,997.24. Fifteen bids were received. The Engineer's Estimate was $551,141.00.

Because of the time element involved, I telephoned Chairman Yturri and received his approval to award the project as recommended.

HSC:ia

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
D. G. Talbot
Carl Nelson

D. E. Swan
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog
Warren Richards

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

No. 4 Project Rainier Slide Section

Type of Work Slide Repair F.A. Proj. No. F-1(25)

County Columbia Highway Columbia River

No. of Bidders 15 Low Bidder Dennis Snyder, Contractors, Clackamas

Low Bid $ 539,997.24 Engineer's Est. $ 551,141.00 % Above Eng. Est. ---

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. ______ Project ______

Type of Work ______ F.A. Proj. No. ______

County ______ Highway ______

No. of Bidders ______ Low Bidder ______

Low Bid $ ______ Engineer's Est. $ ______ % Above Eng. Est. ______

Engineer's Recommendations:

No. ______ Project ______

Type of Work ______ F.A. Proj. No. ______

County ______ Highway ______

No. of Bidders ______ Low Bidder ______

Low Bid $ ______ Engineer's Est. $ ______ % Above Eng. Est. ______

Engineer's Recommendations:

HIGHWAY DIVISION - ODOT LOC 3

FILES February 23, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 24, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1983 on the following projects:

1. Corvallis/Newport Highway @ 13th Street (Philomath)
   Benton County
   Traffic Signals

   Pedestrian signals and sidewalks are being installed for pedestrian and bicycle use.

2. Pacific Highway West @ Main Street (Tigard)
   Washington County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Oregon City-New Era (M.P. 13.18-13.38 & M.P. 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection

   Same as No. 2.

4. Rainier Slide
   Columbia River Highway
   Grading and Paving

   Slide correction. Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Umpqua River Bridge (Reedsport)
   Oregon Coast Highway, Douglas County
   Painting

   Same as No. 2.

6. 4th Street-10th Street (Medford)
   Columbus Avenue, Jackson County
   Base and Paving

   Multi-lane construction with four-foot bike lanes and five-foot sidewalks.

7. Thornton Creek Section
   Corvallis-Newport Highway, Lincoln County
   Grading and Paving

   Bridge to be replaced by structural plate pipe. Road work only in conjunction with above work. Twelve-foot lanes with four-foot shoulders.

   Same as No. 4.

8. Sunset Highway-Leahy Road
   SW Barnes Road, Washington County
   Grading, Paving and Signals

   Multi-lane construction. Four-foot bike lanes, five-foot sidewalk and pedestrian signals will be established on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
D. A. Ridings
George Bell

7516

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-2-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(25)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK
Slide correction (grade, pave & drain)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent & Temporary Pavement Striping S. F.	$2,500
Temporary Erosion Control	$1,000
Signal Controller Testing and Turn on	$1,625
Railroad Protective Services	$3,300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/31/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $639,472 Federal Funds $563,694.

A signed copy of the Title Sheet is returned herewith.

Orig w/att. to 2/15

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Swan
FOR
Info | Invs | R/D | D/R | Sign | Act | File

14. DATE 2/2/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

1983 Rainier Slide Sec, 9598
Col. Rv. Hwy.
(slide repair) #1

R&R 224 — 11-16-82

Photographs of flood
in History files.

file

ROW 18-2

November 16, 1982

Mr. R. J. Seeley
Superintendent
Operations Department
Burlington Northern Railway Co.
1101 NW Hoyt St.
PO Box 571
Portland, OR 97207

Rainier Slide
Lower Columbia River Highway
Columbia County

RAILROAD COMPANIES
FILE No. 229

Dear Mr. Seeley:

Attached is Burlington Northern's fully executed copy of a letter agreement relating to the subject project. I appreciate your help and cooperation in this matter.

This project is currently scheduled for the February 24, 1983 bid letting. You will be contacted a few days prior to actual entrance upon Railroad property by our contractor. We will also have our contractor carry railroad protective insurance and will budget for railroad protective costs.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment

bc: Ed Hardt - w/att. (2) - Please give a copy to the Project Manager

Hal Versteeg - w/att.
✓ Robert Gormsen - w/original

filed in
agre. book

NOTED
FRAN NEAVOLL

9598

STATE OF OREGON

INTER-OFFICE MEMO

TO: KEN ROLFE
R/W Supervisor

DATE: November 9, 1982

FROM: C.J. ESHELMAN CJ Eshelman
Geologist

SUBJECT: Rainier Slide, Hwy. 2W

Regarding the Muck property, File # 52961. It is my understanding this house is connected to a sewer and the existing septic tanks and drain field are not in use. I also understand Mr. Muck wishes the tanks to be filled in. I feel it is in the best interest of the Highway Division to fill these tanks, provided they are pumped out.

We wish to avoid any saturation of the slopes below our highway. For this reason I also feel we should provide closed pipe drainage from Mr. Muck's property line to the river outlet, either a connection to our slide drainage or a parallel, separate line.

CC: Curt Duval
Kathy Olson

Contains
Recycled
Materials
81-125-1307

9598

STATE OF OREGON INTEROFFICE MEMO

TO: KEN ROLFE
R/W Supervisor

DATE: November 9, 1982

FROM: C.J. ESHELMAN C.J.Eshelman
Geologist

SUBJECT: Rainier Slide

Regarding the Hanneman property, File # 52962:

It is my feeling we should attempt to acquire this site, located below the damaged section of Hwy. 2W. Damage has occured to the building on this property by the same forces which caused damage to our highway. We know these two problems are interrelated only by a common slide movement, but we would be hard pressed to prove it in a courtroom in Columbia County.

We have a precedent case against us in CHASE vs STATE OF OREGON. Also, once construction of a correction to our highway problem begins, we open up a new set of claims by the property owner. It is also felt that eventual acquisition of the Hanneman property would be required for a lasting stable correction to the highway.

CC: Curt Duval

Contains
Recycled
Materials
81-125-1387

7598 6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(21)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10198

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/7/82
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/30/82 you are now authorized to proceed with all phases of right of way acquisition for files 52960, 52961, 52962, 52963 and 52964 as shown on R/W map IR-4-787 at a TEC of $60,000 Federal Funds $52,908.

Federal participation is limited to that Right of Way actually incoroporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 9 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig

14. DATE 9/7/82
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7 11 4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 30, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 10198
Project No. F-1(21)
Rainier Slide Section
Columbia County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map No. IR-4-787 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $60,000 with an obligation of $52,908 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance. Field personnel have informed us that the house shown on file 52963 is vacant and in an unlivable condition.

A copy of the State Clearinghouse A-95 conclusions was previously forwarded.

CL:bks
Enc.

cc: J. Boyd
F. Lowe
E. Mershon
General Files

Form 734-3122

9518

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 30, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10198	F-1(21)	Rainier Slide PNRS #8107-2-330

CL:bks
Enc.

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 11, 1982

J. H. Versteeg
Road Design Engineer

Files 52960 through 52964
Rainier Slide Section
Columbia River Highway
Columbia County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 16 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attahements

HIGHWAY DIVISION

W. E. Schwartz
Assistant State Highway Engineer

August 11, 1982

Robert N. Bothman
Assistant State Highway Engineer

Rainier Slide Section
Lower Columbia River Highway
Columbia County

I suggest you familiarize yourself with the Rainier Slide Section of the Lower Columbia River Highway, and more specifically, the project to correct the slide.

We have established a $290,000 project in the Six-Year Program. The current estimate is approaching $1 million.

I agree with Ed that it is reasonable to proceed with the plans and right-of-way acquisition but will have to seriously consider dropping some effort in order to expand the project from $290,000 to $1 million and will have to adjust the Six-Year Program accordingly.

RNB:lb

Att.

cc E. S. Hunter

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 2

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 21, 1982

FROM: Frank E. Terpin
Location Engineer

F.E.T.

RECEIVED TECHNICAL SERVICES
JUL 22 '82
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

SUBJECT: Report on Proposed Project Program Cost Increase
Rainier Slide Section
Lower Columbia River Highway
Columbia County

The slide problem at this site is of long standing. The oldest record found is the 1934 right-of-way map (4B-24-22) which lists right-of-way to be acquired for construction of a tunnel. We believe this tunnel was constructed and later backfilled which probably also contains the present culvert.

In the late 1960's some slide problems precipitated a survey which in 1968 indicated breaks in the pavement as shown on the attached sketch map. Current slide break is also shown for comparison.

During the period from the late 1960's to late 1970's, the slide problem apparently persisted because on September 10, 1976 inverse condemnation was filed by Merle Chase and a judgement was rendered by the Court on August 9, 1977. OSHD has acquired the property and since removed the two-story frame house (shown in dashed lines on sketch map).

In April 1980 a meeting was held in response to concerns expressed by citizens, the Mayor of Rainier and Representative Caroline Magruder. As a result of this meeting, region forces instituted action to address the problems cited.

On April 30, 1980 we received a copy of the resolution by the Rainier City Council requesting that the State "permanently solve the hazard."

On May 21, 1980, Mrs. James Muck, whose house is directly below the "sink", contacted Chuck Upward and advised him of foundation cracks.

Geologists were instructed to make a study and report. The reports, dated June 12, 1980 and January 19, 1981, are attached.

In April 1981 discussions within OSHD led to the decision to initiate a project request.

On May 28, 1981 the FHWA approved our project category request.

On July 6, 1981 a prospectus was approved which anticipated a slide correction cost of $381,600 including right-of-way and preliminary engineering.

7-29-82

Botkman - I think construction should be deferred but the plans & R/W should be completed. We will proceed in this way until next executive schedule meeting.
Ed

cc Versteeg/Terpin

Present costs summary is as follows:

Preliminary Engineering	$ 61,300
Right-of-Way, unknown, a guess is	70,000
Construction	807,000 *
	$ 938,300

* Field estimate was $874,156 but adjustment on construction E&C reduced cost to $807,000.

The project, as designed, is direct to stabilizing the sink in the highway which is only a part of an extensive soil creeping situation that extends over the easterly area of the community of Rainier. This situation is described by F. W. Yarbrough in a report of July 17, 1967 and by C. J. Eshelman on June 12, 1980.

The "lightweight fill" composed of woodchips is designed in cooperation with FHWA and will conform to their geotechnical guidelines.

Ed L. Johnsen discussed and viewed similar projects which have been constructed in the State of Washington before developing the recommendations for this project.

Cost-benefit relations were not developed for this project since a substantial part of the benefits are subjective in nature.

We have had an adverse court decision in regards to the Chase property which required that we purchase their property. It is not known how we might fare in other similar suits if they were instituted and litigated.

There is opportunity for human error in the operation of the highway over and adjacent to the sink area which could result in lawsuit.

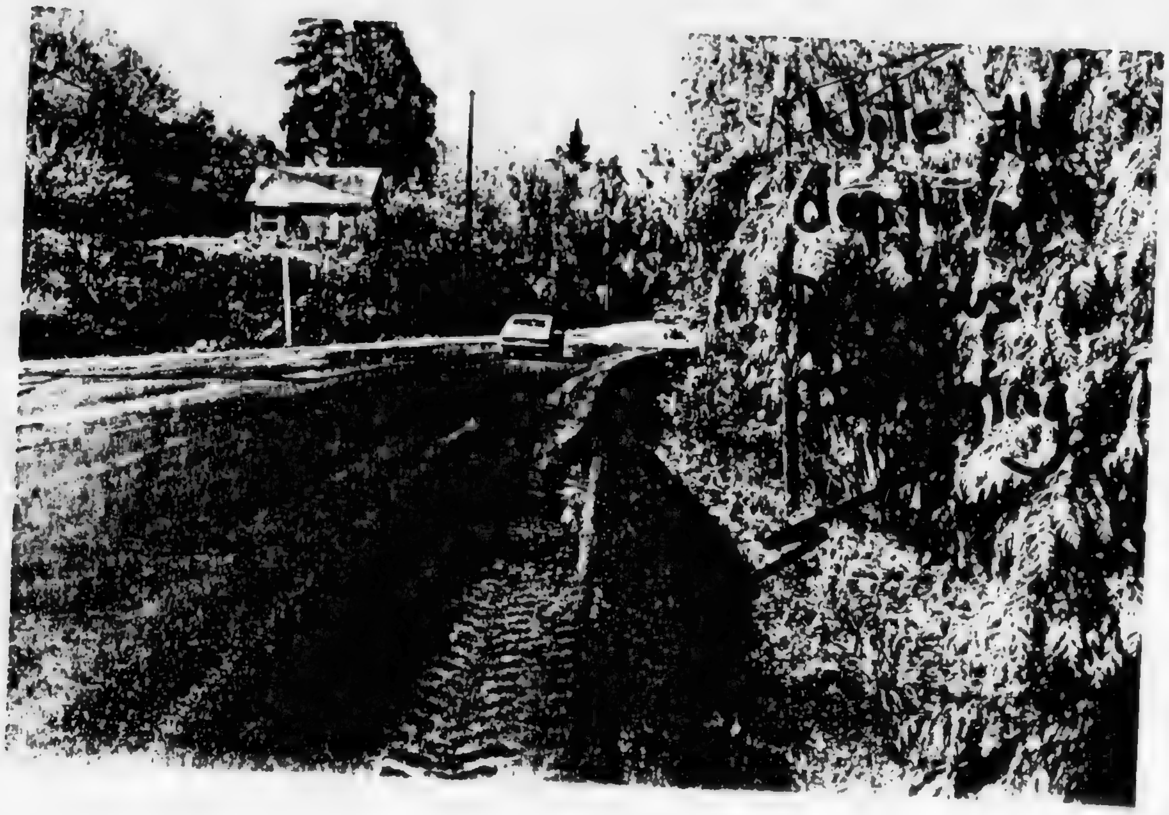
Tonnage of asphalt for patching is about 400 tons per year as an average. The costs for these materials and related work is not likely to exceed $15,000 annually. With interest rates in the range of 6-10%, justifiable cost of a project would be in the range of $150,000-$200,000. Benefits for the remaining $750,000 would have to come from the subjective values notes, as well as the taxpayer and community goodwill.

FET:GCW:ge

Attachments

006533

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE


Note the
depth

Slide
Area

REGION 1

Map Index	Route No.	Highway Name	County[1]	Section Name	Begin M.P.	Length (Miles)	Work	Est. Cost[2] ($1,000)	Fund
				FISCAL YEAR 1982 PROJECTS					
101	I-5	Pacific	Multnomah	Fremont Viaduct #8958	303.0	0.3	Overlay	880	FAI-4R
102	I-84	Columbia River & ODT	Various	I-84 Logo Sign Project	44.0	330.0	Logo Signs (St. Force)	29	FAI-4R
103	I-84	Columbia River	Hood River	Safety Rest Area Improvements	54.5	0.1	Handicap Improvement	130	FAI-4R
104	I-205	E. Portland Fwy.	Multnomah	Col. Riv. Br.-S.E. Powell Blvd. (Portland)	0.0	0.0	Jail Exercise Yard	241	FAI
105	I-205	E. Portland Fwy.	Multnomah	S. Banfield Intchge.	21.1	0.3	Grade-"NW" Structure	3,790	FAI
106	I-205	E. Portland Fwy.	Multnomah	Col. Riv. Br.-S.E. Powell Blvd.	24.9	5.9	P-Sn-Ill-Sigs.	26,200	FAI
107	US-30	Lower Columbia River	Multnomah	N.W. Nicolai St.-W. Fremont Intchge.	0.0	0.1	Building Demolition	58	FAI
108	US-26	Mt. Hood	Multnomah	Mt. Hood Hwy. @ Birdsdale Ave. (Gresham)	11.6	0.0	5 Ph Signal	90	HES
109	US-26	Mt. Hood	Multnomah	Mt. Hood Hwy. @ Towle Ave. (Gresham)	12.0	0.0	5 Ph Signal	72	HES
110	US-26	Sunset	Clatsop	Jewell Jct.-Summit (M.P. 23.3-M.P. 23.5)	23.3	0.2	Climb Lane Extension	1,420	HES
111	US-26	Sunset	Washington	Davies O'xing Section	49.3	0.4	G-P-Str.-Illum.	980	HES/FA
112	US-26	Sunset	Multnomah	Sylvan Intchge.-Vista Ridge Tunnel	71.3	2.5	O'Lay-GM Barrier-Safety	2,554	FA
113	US-30	Lower Columbia River	Multnomah	L. Col. Riv. Hwy. @ Sauvies Island Rd.	10.8	0.0	3 Ph Signal	70	HES
114	US-30	Lower Columbia River	Columbia	L. Col. Riv. Hwy. @ E.M. Watts & S.W. Maple St. (Scappoose)	20.5	0.1	3 Ph Signal-Channel	100	FA
115	US-30	Lower Columbia River	Columbia	Rainier Slide Section	46.6	0.2	Slide Repair	290	FA
116	US-30	Lower Columbia River	Columbia	Lower Col. Riv. Hwy. @ First St. (Rainier)	47.0	0.0	2 Ph Signal	60	FA
117	US-30	Lower Columbia River	Columbia	Col. Riv. Hwy. @ W. Rainier Rd. (Rainier)	48.3	0.0	5 Ph Signal	55	HES
118	US-30	Lower Columbia River	Columbia	L. Col. Riv. Hwy. at Heath Rd.	51.3	0.1	G-P-Sn, Lt. Turn	39	HES
119	OR-35	Mt. Hood	Hood River	Polallie Cr.-Mt. Hood	75.8	8.9	G-P-Structure-O'Lay	10,070	ER
120	OR-43	Oswego	Clackamas	Oswego Hwy. @ Marylhurst College Entrance	7.6	0.2	Channelize-Signal	180	STATE
121	OR-99E	Pacific East	Multnomah	Pacific Hwy. E. @ Marine Drive (Portland)	5.8	0.0	3 Ph Signal	70	HES
122	OR-99E	Pacific East	Clackamas	U'xing S.P. Co.-M.P. 13.4	12.6	0.8	Rockfall Protection	250	FA
123	OR-99E	Pacific East	Clackamas	M.P. 17.35 - 17.72	17.4	0.4	Rockfall Protection	80	FA
124	OR-99W	Pacific West	Multnomah	Pac. Hwy. W. @ N. Killingsworth St. (Port.)	3.1	0.0	5 Ph Sig- Lt. Turn Refuge	120	HES
125	OR-210	Scholls	Washington	Scholls Hwy. @ SW 135th Ave. and Old Scholls Ferry Rd.	7.5	0.0	See Page 47 for Details		
126	OR-210	Scholls	Washington	Fanno Creek Bridge (Scholls Hwy.) #4973	8.7	0.0	G-P-Structure	328	HBR
127	OR-217	Beaverton-Tigard	Washington	S.B. On-Ramp @ Beaverton/Hillsdale Hwy.	1.8	1.0	G-P-Slide Repair	87	FA
128		Hood River	Hood River	E. Fk. Hood River (Dimmick Park) Bridge	18.0	0.5	Grading-Structure	26	ER
				FISCAL YEAR 1983 PROJECTS					
129	I-5	Pacific	Multnomah	Willamette Riv. (Marquam) Bridge	300.9	1.0	Overlay	6,050	FAI-4R
130	I-5	Pacific	Multnomah	Greeley Ave. Connection to I-5	303.4	0.4	G-P-Str-Sn-Sigs-Illum.	12,200	FAI-4R*
131	I-205	E. Portland Fwy.	Multnomah	Columbia River Bridge	25.8	0.2	P-Sn-Illum.	10,000	FAI
132	US-30	Lower Columbia Riv.	Columbia	Columbia Blvd.-St. Helens Rd.	28.6	0.1	G-P-Widen-Signal	480	FA
133	US-30	Lower Columbia Riv.	Columbia	Lower Columbia R. Hwy. at Dike, Lost Cr. and Lindberg Rds.	19.1	38.3	Lt. Turn Refuges (3)	330	FA
134	OR-8	Tualatin Valley	Washington	Tualatin Valley Hwy. @ S.W. Murray Blvd.	4.3	0.4	G-P-Rt. Turn Refuge-Sigs-RR	510	FA
135	OR-210	Scholls	Washington	Scholls Hwy. at Nichol Rd.	11.7	0.0	See Page 47 for Details		

*Matching funds by City of Portland. Construction in 1983 will depend upon the availability of Interstate 4R Funds and adequate Federal-Aid obligation authority.

[1] Project may extend into another county. The county listed is where the largest part of the project is located.
[2] Estimated Construction Cost in 1982 Dollars.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11
5-1999

TO: FILES

DATE: December 30, 1981

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Rainier Slide
Lower Columbia River Highway
Columbia County

The attached report by F. W. Yarbrough indicates that correction costs for the subject project may exceed those previously estimated due to more extensive sliding problems than originally anticipated.

The Location Unit recommends that the slope indicators be installed and that they be monitored for a sufficient period of time to determine the extent of the sliding. Other eingineering should be suspended until this information is available which I am advised may be available by late spring of 1982.

Project costs should be determined on the basis of the findings of the geological study after which project priority should be evaluated.

Funding for the soils work will exceed that currently authorized. The Project Manager should request increased funding as required.

FET:GCW:ge
Attachment

cc E. S. Hunter w/attachment
R. N. Bothman "
J. H. Versteeg "

NOTED
W. N. HACKLEMAN

FORM 81-734-3030

74

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

FILE:

December 24, 1981

FROM: Fred Yarbrough, P.E.
Soils Engineer

SUBJECT: Rainier Slide,
Lower Columbia River Hwy.

TO: Frank Terpin, P.E.
Location Engineer

Ron Chassie, Eshelman, Region Geologist, and I examined and discussed the data we have on the Rainier slide last week which facts are:

1) The slide is located near the east city limits of Rainier and has been moving at least the 21 years I have been here.

2) One drill hole down through the road shows 19-feet of AC. No existing drill holes show the depth of sliding in the apparent main part of the slide. Two holes at the east perimeter indicate sliding at 12- to 16-feet depth.

3) The shape of the cross section of the highway fill suggests that the fill has been moving only vertically downward with no horizontal slide. It does not appear that the uphill slope has ever moved. Or at least in a number of years. We believe that the slide extends beyond the railroad and into the river below. I think you are aware that the easterly half of the whole town of Rainier is noticeably creeping down the slope toward the river.

We concluded that a plan to remove the highway fill and replace it with sawdust would probably not stabilize the slide. The slide is below the fill and is simply letting the fill down. Installing a lot of drainage above and below the fill might help but such a scheme is uncertain. Experimental, I like to say, if the first installation does not stabilize it, then install a second phase. And then a third. And so on.

We believe it is possible to stabilize the highway by installing a rock buttress into an excavation below the highway. We need more information to design such a buttress which the Region is proceeding to obtain; two more drill holes with slope indicators. We can stabilize our highway with this installation but it may not stabilize the part with the house below which is the expectation of the owner and the politicians he has brought into the situation I am sure. To be sure to do that, the buttress would need to be below the house.

These considerations make the maintenance costs on this slide seem rather small. But of course, real cost estimates should be made so everybody can see. First, we need two drill holes in the main slide, with slope indicator observations.

RECEIVED
DEC 28 1981
LOCATION
SECTION

NOTED
F. E. TERPIN

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE	
PREFIX	

IDENTIFICATION

ROJECT NAME Rainier Slide	
IGHWAY NAME Lower Columbia River Highway	HIGHWAY NUMBER 2W

EGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Columbia	CITY Rainier
ENGTH 0.2 mi.	MILEPOST NUMBER 46.6 TO 46.8	☐ RURAL	☒ URBAN
OCAL GOVERNMENT PROJECT? ☐ YES ☒ NO	IF YES, UNIT OF GOVERNMENT		

YPE OF FUNDS
☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

ETHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Drainage

ROJECT DESCRIPTION

This is a slide repair project. The work desired is to construct a 500-foot detour, remove the existing roadway fill, install a water drainage system, backfill with light-weight free-draining material, and resurface the roadway.

2 - TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979 - 6,500	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1990 - 7,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

ESIGN SPEED (MPH) 45	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pepper
Location Engineer
Date 7/6/81

ORM 734-1730 (12-78) Page 1

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12'	Two 12'
SHOULDERS	Two 3'	Two 4'
MEDIANS	None	— — —
PARKING LANES	None	— — —
SIDEWALKS	None	— — —
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☐	☒

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☒
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	(5.0)	
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

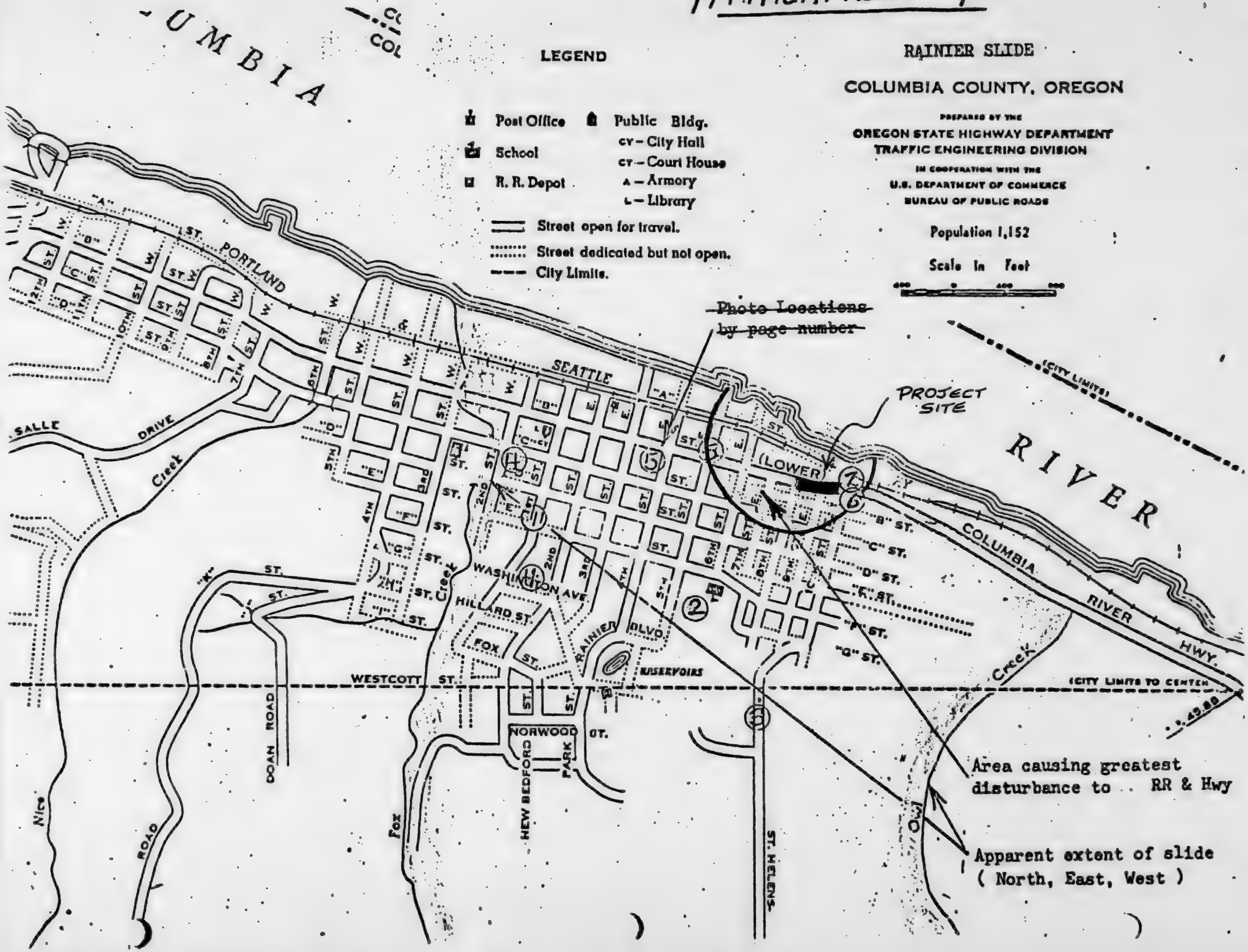
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	31,600	31.600
RIGHT OF WAY	65,000	65.000
TRAFFIC CONTROL		35.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	250,000	250.000
OTHER ________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	346,600	381.600

SUBMITTED BY ________________________

ATTACHMENT H



RAINIER SLIDE

COLUMBIA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,152

~~Photo Locations by page number~~

PROJECT SITE

Area causing greatest disturbance to RR & Hwy

Apparent extent of slide (North, East, West)

LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Scale In Feet
COLUMBIA RIVER
(CITY LIMITS)
(CITY LIMITS TO CENTER)
COLUMBIA RIVER HWY.
SEATTLE
PORTLAND
(LOWER
WASHINGTON AVE.
HILLARD ST.
FOX ST.
RAINIER BLVD.
RESERVOIRS
WESTCOTT ST.
NORWOOD ST.
NEW BEDFORD
PARK
DOAN ROAD
SALLE DRIVE
Creek
Fox
Nice
ROAD
ST. HELENS
"A"
"B"
"C"
"D"
"E"
"F"
"G"
"H"
"I"
"B" ST.
"C" ST.
"D" ST.
"E" ST.
"F" ST.
"G" ST.
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
10TH
11TH
12TH
ST.
W.
K
2
4
5
6
7
11

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2(-)
Rainier Slide
Lower Columbia River Hwy.
Columbia County

Date: May 28, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your May 7, 1981 letter has been reviewed.

We concur in your classification of this project as a categorical exclusion.

Valach
Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg I)

ENVIRONMENTAL SECTION
June 1, 1981

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- B. L. Gifford (2)
- D. H. Moehring
- L. E. George (2)
- W. J. Hart
- C. T. Keasey
- F. E. Terpin
- R. H. Prange
- Phil Lewellyn
- Surfacing Design
- R. N. Bothman
- Ed Hardt
- Jef Kaiser
- Bill Geibel
- Don Keyes (8)
- Clarence Eshleman

STATE OF OREGON

INTEROFFICE MEMO

TO: E.L. Hardt
Region Engineer

DATE: May 18, 1981

FROM: C.J. Eshelman C.J. Eshelman
Region 1/ Metro Geologist

SUBJECT: Rainier Slide

The following drill log is the result of subsurface exploration directly through and below the road surface. Several questions were finally answered:

Total asphalt thickness is approximately 19 feet.

No substantial amount of base rock or granular base exists below the AC.

Various old drain pipes exist below the AC (these pipes are probably broken and bent and serve only to compound the problem by allowing surface water to penetrate to the clay).

Clay and silty clay exist at least 45 feet below the pavement surface.

A definite slipplane exists 40 feet below the pavement surface (although this may not be the most active zone of movement).

A better understanding of the mechanics of movement was reached.

I would like to thank Chuck Upward and his crew for their assistance in obtaining this valuable information.

cc: Curt Duval
Bill Geibel

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8226
Date: April 21, 1981

File No: 34-1407

TO: W. W. Geibel
District Engineer

FROM: D. R. Adams
Project Development Manager

SUBJECT: West Fork Dairy Creek to Tillamook Junction Section
Sunset Highway
Washington County

NOTED
H. S. COULTER

I discussed project priorities with Ed Hardt and he has asked that the Rainier Slide project be financed by reassignment of funds from this project.

I've attached a copy of the paving plans for the subject section as requested by Ed Hardt. These are the only plans we have so we will need to have them returned.

After you have reviewed the plans to determine which end of the project should be cut back, we will work with the Salem office to reduce the limits of this project. Funds will be transferred over to the Rainier Slide project in the amount of $350,000 for construction, right-of-way and preliminary engineering.

In the meantime, by copy of this letter, I am requesting our Program Management Section to delay further programming of the project until the new limits have been established.

DRA:PE
Attachment

xc: Dave Moehring
Ed Hunter
Hal Versteeg
Ed Hardt

RECEIVED
STATE HWY ENGR
APR 23 '81
REFER TO
FOR
Info Invest R/D D/R Stn Att File

Scott

Discussed with Ed Hardt. 4-23-81.
He will send in a project request on the slide.
I would suggest the slide correction be done from project "underruns" rather than butchering the Sunset overlay which will probably go to contract in May.

I agree
HSC

Patch in Rainier Slide needs to stand

4-8-81 Ron

Additional inclinometer readings were taken on 4-6-81.

Tube No. 110 showed 1.358" of movement at 16' depth since last October.

The elevation of the movement is between 46 and 48

63' ground elev.

The water table is at about elevation 57 feet.

The maintenance crew was overlaying the slide section again. They said that they do it every week and that there is usually 2 or 3 inches of settlement.

No movement has occured in tube No. 59.

Eshelman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan - 2A

January 26, 1981

W W Geibel

FROM: W.W. Geibel
District Engineer

TO: MEMO TO THE FILE

SUBJECT: Maintenance History
Rainier Sink
M.P. 45.7
Lower Columbia River Hwy.
City of Rainier

The following is a tabulation of A.C. tonnages used in the last few years to keep the subject sink to grade:

1978 - 304 tons

1979 - 166 tons

1980 - 739 tons

1981 - 24 tons to date

The slowdown in the fill movement this winter is probably due to reduced rainfall.

WWG:js

cc: Ed Hardt
Bob Bothman
Clarence Eshelman
Chuck Upward

STATE OF OREGON

INTEROFFICE MEMO

TO: Curt Duval
Technical Services Engineer

DATE: January 19, 1981

FROM: C.J. Eshelman C.J. Eshelman
Region 1/Metro Geologist

SUBJECT: Rainier (MP 46.7) Slide
Lower Columbia River Hwy. # 2W
Columbia County

Corrective measures taken to stabilize movement in the highway fill section may or may not correct problems to the north. Also, a proposal to place fill at the river edge may or may not have an effect on the stability of the upper slopes.

Little information is known about the depth of the slip plane(s) at the river edge. Movement has been detected on the north side of the highway at approximately 17 feet below the ground surface. The water table to the south of the highway is 6 to 8 feet below the ground surface. Recommendations have been made to correct the highway fill failure.

To insure the highest success possibility, a well designed correction to the highway fill must be undertaken. The proposed fill at the river edge would have a stabilizing effect on the upper slopes only if the weight of the fill was great enough or the fill intercepted the active slip plane(s).

STATE OF OREGON

INTEROFFICE MEMO

TO: Curt Duval
Location Engineer

DATE: June 12, 1980

FROM: C. J. Eshelman C. J. Eshelman
Geologist

SUBJECT: Rainier Slide

Field drilling work has been completed on the roadway failure section at Rainier. Two test borings were made on the former Chase property and the samples obtained were examined. Core material indicated a series of slippage joints from near the surface to a depth of 70 feet. Inclinometer tubing was installed to pick up any active slip plane(s). Monitoring is currently being done.

Indications are that the entire area from the roadway north to the river has moved in the past at considerable depths and has failed or sheared in many zones. The toe of the slide is not apparent and is probably in the Columbia River. Water level was found to be 5 to 11 feet below the ground surface. The slopes above the slide area are damp and runoff from these slopes tends to concentrate just south of the roadway.

Because of the apparent depth of movement, a buttress or counter balance adjacent to the highway is not recommended. As indicated in my preliminary review report, I feel even stronger that the most cost-effective corrective measure we could make would be to divert as much

Contains Recycled

water away from this area as possible. Cut-off drains should be installed in the upper slopes south of the roadway. New drain(s) should be placed beneath the roadway fill. (The existing pipe must be broken; perhaps in several locations.) Some type of drainage should be provided for the fill also (perf pipe or horizontal drains?).

Excavation of the highway fill would be required to reach elevation 30 before reaching fairly firm material (clay). This elevation is still above several zones of old movement. Removal of the unknown thickness of patching material and any weak material in the fill, replacement with good material and provisions for proper drainage could not hurt the situation , but the effectiveness should be weighed against costs.

We will continue to monitor the inclinometer tubes and provide additional information as required.

C.J. Eshelman

cc: Mike Stovall
Bill Geibel

CJE/cw

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan 2-A

May 22, 1980

W W Geibel

FROM: W. W. Geibel
District Engineer

TO: MEMO TO THE FILE

SUBJECT: Muck Complaint
Ranier Slide
Lower Columbia River Hwy.
City of Ranier

On May 21, 1980 section foreman Chuck Upward was contacted by Mrs. James Muck, phone number 556-9228, regarding the subject slide at Ranier. Her house is directly below the sink. Her principal concern was to advise us that there is settlement and cracking of the house foundation and was curious to know what action was being taken by the Highway Department regarding the slide. Chuck advised her that we were studying the matter and the geologists would be made aware of this problem.

By a copy of this memo I am asking that investigation of this be made a part of our study of the slide. At this point this is just a matter of inquiry and there was no mention of litigation or compensation.

WWG:bl

cc: Ed Hardt
Max Klotz
Clarence Eshelman
Chuck Upward

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~P.O. BOX 2157, PORTLAND, OREGON 97208~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

In Reply Refer to
File No.:

May 6, 1980

City Council
City of Rainier
P. O. Box T
Rainier, OR 97048

Gentlemen:

I have the City Council's Resolution No. 575 which recommends to the Oregon State Highway Division "that immediate action be taken to permanently solve the hazard that exists on East B Street near East 6th and 7th Streets, Rainier, Oregon."

In the short term, our maintenance crews have just recently improved the drainage facilities above the slide area in order to divert as much surface water from the site of the slide. This should slow down the rate of movement. In addition, our crews will monitor the condition of the pavement to make sure that no hazard exists.

In the long term, we have recently embarked on a geologic and engineering study to determine (1) the cause of the slide, and (2) the most feasible and practical solution to the problem. Once this is known, and the cost of a corrective project identified, we will then determine if we can find funds for the project. If it can be successfully funded, then we will proceed with the permanent corrective work.

I appreciate and share your concern for this troublesome area.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

cc Stephen D. Petersen
City Attorney

ELH/cp
bc H. S. Coulter w/attachment
R. N. Bothman "
Max Klotz "
Bill Geibel "
Clarence Eshelman "

ROBERT A. LUCAS
STEPHEN D. PETERSEN

LUCAS & PETERSEN
ATTORNEYS & COUNSELORS AT LAW

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051
(503) 397-3118

April 30, 1980
Rainier Office

Mr. Ed Hardt
Region Engineer
9002 S. E. McLaughlin
Milwaukie, Oregon 97222

Re: East B Street - City of Rainier, Oregon

Dear Mr. Hardt:

Enclosed is a copy of a resolution that was approved by the City of Rainier with regard to East B Street in Rainier, Oregon.

Very truly yours,

LUCAS, PETERSEN & HUFFMAN

S D Petersen

Stephen D. Petersen

SDP:lw
Enc.

cc: City of Rainier

GE [✓ RE] RME RCE BE
TE RECEIVED RSM
UE MAY - 5 1980 RSC
SO REGION I RBI
TO

BEFORE THE CITY COUNCIL OF THE

CITY OF RAINIER, OREGON

In the Matter of Repairing East	)	No. 575
B Street near East 6th and 7th	)	
Street, Rainier, Oregon.	)	RESOLUTION

The above matter came before the City Council at it's special meeting on April 25, 1980, and

It appearing to the council that East B Street near East 6th and 7th Street is a hazard in desperate need of total repair and replacement, and

It further appearing that the State of Oregon through their highway department has been blacktopping the area at least once a week which has caused the area to slide and slip at a faster rate, and

It further appearing that the problem is getting worse and that the City of Rainier is now making a formal complaint and requesting that the street be permanently repaired by the State of Oregon which has the necessary expertise, now, therefore,

IT IS HEREBY RESOLVED that the Rainier City Council recommend to the State of Oregon Highway Deprtment that immediate action be taken to permanently solve the hazard that exists on East B Street near East 6th and 7th Street, Rainier, Oregon.

PASSED AND ADOPTED by the City Council of the City of Rainier, Oregon, this 25th day of April, 1980.

CITY OF RAINIER

By: Elizabeth Viehauer
Mayor

ATTEST:

By Esther V. Perren
City Recorder

APPROVED AS TO FORM

LUCAS, PETERSEN & HUFFMAN

By STEPHEN D. PETERSEN
Stephen D. Petersen
City Attorney

is very heavy and may cover up any evidence of movement. There was one area that seem to be a cavity in the cut slope, which had a very old railroad rail over it. There are a couple of old slope failures in this cut section.

We lowered a section of pipe down TB-111 and found a tight zone at eleven feet, which probably indicates movement at that depth.

The major amount of the highway settlem appears to be causing the ground to heave between the highway and the house on the north si There does not appear to be any heaving on the private property at this time, but may start in the near future.

Ron Jennison
5-1-81

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Milwaukie, OR
April 24, 1980

FILE:

FROM: C.J. Eshelman CJ Eshelman
Region 1/Metro Geologist

SUBJECT: Rainier Slide

TO: Max Klotz
Technical Services Engineer

Preliminary review of existing information on the Rainier Slide and possible methods for control and correction have been reviewed. It appears that improved drainage and a combination of selective replacement of the roadway with some method of restraint should correct the slide problem. Additional information will be required, probably two drill holes on the former Chase property, before a likely method of correction can be determined.

Some methods which have been utilized in the past are: Improve drainage, restrain the moving mass, excavate the upper part of the slide to unload the moving mass, relocate the highway or bridge the slide area.

Terzaghi (1950) has written "if a slope has started to move, the means for stopping movement must be adapted to the process which started the slide." The corrective measure best adapted to the Rainier slide must include drainage. Upper slope runoff combined with open ditch surface drainage appears to be a contributing factor if not the major cause of the instability at Rainier.

Restraint of the highway fill in the form of a buttress, counterbalance or pile wall depends on a better understanding of the extent and depth of movement. Based on existing information, the slide appears to extend at least to the Columbia River with the slip plane at 4 ft. elevation, 160 ft. north of the highway. A buttress or counter balance adjacent to the highway may be counter productive by adding a driving force at the upper part of the slide. Restraint of any sort would have to extend below the slip plane, which may be a minimum of 40 ft. below the lower edge of the pavement.

Excavation, that is complete removal of the highway fill, would unload the moving mass but grades would be impractical. Excavation of the highway fill to firm material, replaced with granular material and improved drainage may correct the problem if the excavation does not cause slope failure in the upper slopes and traffic flow can be maintained.

Bridging the slide is impractical because of high costs. An estimate of a 300' structure has been proposed. Moving material might provide excessive lateral thrust against piers.if a shorter structure is proposed.

Relocation of the highway is not practical.

CJE/jr

cc: Mike Stovall
Bill Geibel

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan - 2A

April 15, 1980

FROM: W.W. Geibel
District Engineer

TO: E.L. Hardt
Regional Engineer

SUBJECT: Public Complaint
Rainier Slide
Hwy 2W M.P.46.7
U.S. 30 - City of Rainier

On Wednesday, April 9, I met with State Representative Caroline Magruder, Rainier Mayor Betty Vilhauer, and several other concerned citizens concerning the subject sink on U.S. 30 at the east end of town. The meeting was at the request of Representative Magruder.

The basic concern of the city is that the grade has been sinking for years, is a hazard and is a waste of taxpayers money. I discussed the situation with Clarence Eshelman, Regional Geologist; and Chuck Upward, Clatskanie Section Foreman; who were also in attendance. Although we have no records of the duration of the slide I have heard estimates of 30 to 40 years.

Although there is some short term action we can take by restricting drainage going into the fill, it is my opinion that the entire fill needs to be removed and replaced. I'm also afraid that the total depth of asphalt may be at the point now where it could jeopardize the integrity of the cross culvert.

Although I had good intentions to request this project in the 6-year plan input I forgot to do so and apparently the citizens of Rainier forgot also. Attached is a letter from Representative Magruder on this subject. I understand a resolution from the City Council will be coming to you.

The following action is recommended:

1) Have the Region geology crew drill the fill to see how deep the AC is.. I've already taken the liberty to ask Esh to do this on our maintenance prefix.

2) As time and workload allow, maintenance forces will locate the ends of the cross culvert system and construct a paved ditch or flume to carry the southeasterly ditch water to the culvert entrance.

3) Reconstruct the entire roadbed if funds can be found. Would this be eligible for federal funding?

Without checking our maintenance records I believe the movement of the fill has been accelerating in the last few years. It has been patched at least every two weeks this winter.

WWG:js

cc: Bob Bothman
Max Klotz
Clarence Eshelman
Chuck Upward

STATE OF OREGON
COLUMBIA COUNTY
RECORDED OR FILED
AUG 10 3 45 PM '77
Cir. Ct. Jg.
BOOK _____ PAGE _____
ROY A. NELSON CO CLK
BY J. Smiley DEP.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

MERLE J. CHASE and ELAINE C. CHASE, husband and wife, Plaintiffs, v. OREGON STATE TRANSPORTATION COMMISSION, aka OREGON STATE HIGHWAY COMMISSION, Defendant.	No. 22841 JUDGMENT ORDER

RECEIVED
AUG 12 1977
ATTORNEY GENERAL
SALEM, OREGON

The above-entitled cause came on regularly for trial on July 28, 1977, the plaintiffs appearing in person and with their attorney, Robert A. Lucas, and the defendant appearing by and through their attorney, John R. McCulloch, Jr., Assistant Attorney General for the State of Oregon; and

A jury having been called and examined and duly empaneled and sworn, the parties having made their opening statements, a view of the property having been held in the manner provided by law, the parties having adduced evidence in support of their contentions, arguments of counsel having been made to the jury, the jury having been regularly instructed in the law and having retired for deliberations, and the jury did, on the 3rd day of August, 1977, return a verdict which, omitting the title of the court and cause, reads as follows:

> We, the jury being duly empaneled and sworn to try the above entitled case, find for plaintiff in the sum of $29,500.00.

ROBERT A. LUCAS, P. C.
ATTORNEYS AT LAW
P. O. BOX T
RAINIER, ORE. 97048
(503) 556-3741

Dated this 3rd day of August, 1977.

CHARLES D. BRIGGS
Foreman

and said verdict was duly received as the verdict of said jury and regularly filed with the clerk of this court, and now, therefore, based upon said verdict,

IT IS HEREBY ORDERED AND ADJUDGED that judgment be entered in favor of plaintiffs and against defendant in the sum of Twenty nine thousand five hundred and no/100 Dollars ($29,500.00) together with interest at the rate of six percent per annum from September 10, 1976, until paid; and

It further appearing to the court that O.R.S. 20.085 applies in that this is an inverse condemnation case and the plaintiffs prevailed, therefore, reasonable attorney fees, costs and disbursements are to be awarded in favor of plaintiffs; and

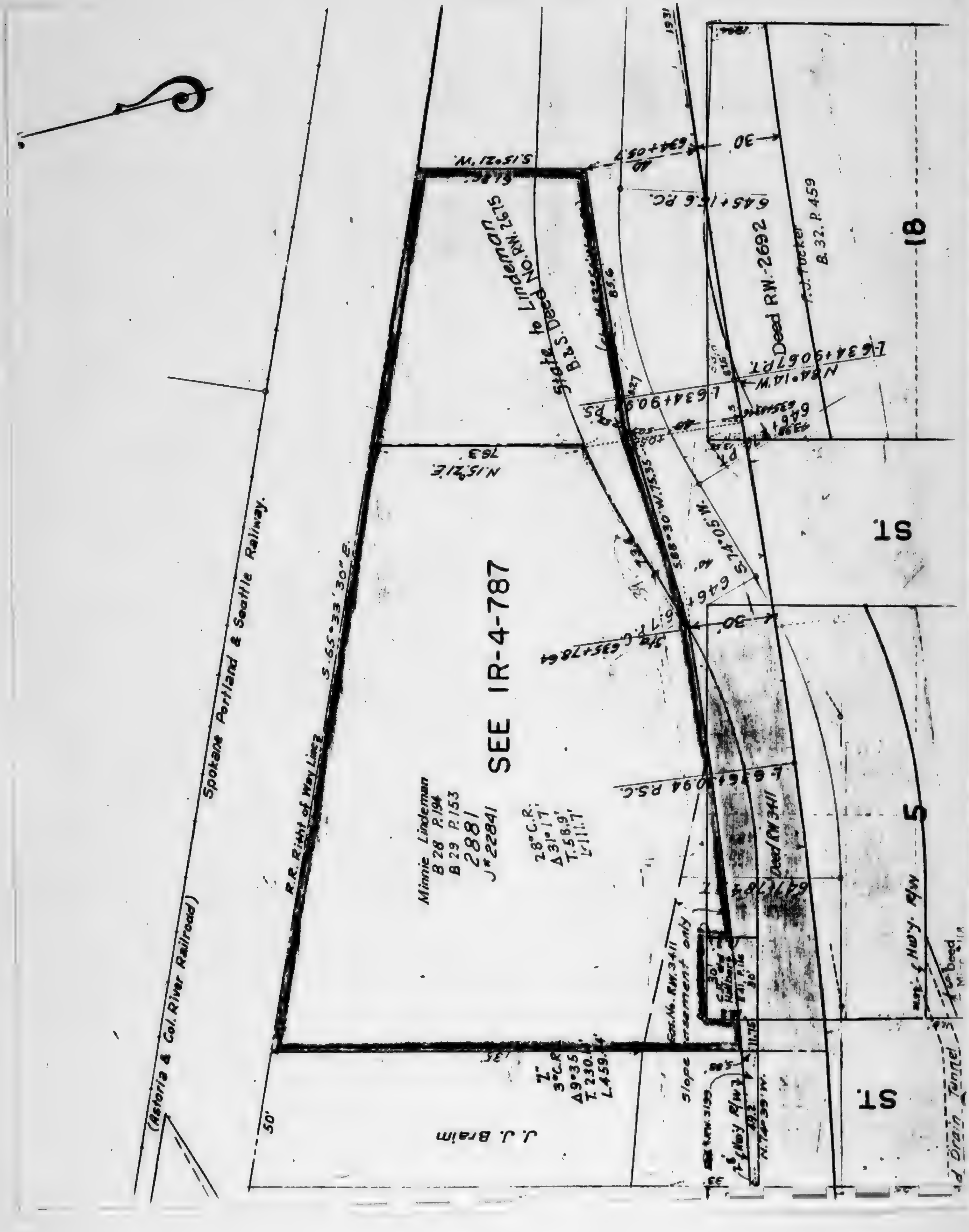
IT IS FURTHER ORDERED that upon payment of the sum of $29,500 together with interest at the rate of six percent per annum from September 10, 1976, until paid, plus a reasonable attorney's fee in the sum of $4,900– and costs and disbursements incurred by the plaintiffs herein in the sum of $1,321.20, fee simple title in and to all of the property described in Exhibit A of the complaint shall immediately vest in the State of Oregon.

Dated this 9th day of August, 1977.

JUDGE

ROBERT A. LUCAS, P.C.
ATTORNEYS AT LAW
P.O. BOX T
RAINIER, ORE. 97048
(503) 556-3741

A certified true copy
Robert A. Lucas atty


Spokane Portland & Seattle Railway.
(Astoria & Col. River Railroad)
R.R. Right of Way Line
S.65°33'30"E.
50'
SEE IR-4-787
Minnie Lindeman
B 28 P.194
B 29 P.153
2881
J# 22841
28°C.R.
Δ31°17'
T.58.9'
L.111.7'
"Z"
3°C.R.
Δ9°35'
T.230.1'
L.459.4'
J. J. Braim
N.15°21'E.
76.3
S.15°21'W.
State to Lindeman
B.&S. Deed No. RW. 2675
S.88°30'W. 75.35
S.74°05'W.
634+05.7
645+15.6 P.C.
L 634+90.67 P.T.
N.84°14'W.
646+
635+78.64
L 636+10.94 P.S.C.
647+18
Deed RW-2692
J.J. Tucker
B.32 P.459
Deed RW 3411
easement only
Slope
Hwy R/W
Old Drain Tunnel
1931
30'
30'
18
5
ST.
ST.

[redacted]

July 17, 1967
Salem, Oregon

F. D. Morgan
Construction Engineer
Highway Building

Rainier-Little Jack Falls Creek Section
Lower Columbia River Highway
Columbia County
Review of Final Soils & Geology Report

Attention: G. L. Decker

The Final Soils & Geology Report for the westerly part of the subject section has been reviewed following a field inspection by F. Yarbrough in company with Resident Engineer Vern Shull on July 6, 1967. This part of the location is all in the east half of the town of Rainier.

The proposed grading contemplates widening of the present grade largely by shallow fills on the north side, and where fills more than about 6-feet depth are needed, retaining walls will be used to limit the amount of fill required. Shallow cuts on the south side will be required toward the east end of the section.

The Resident Engineer described evidence of two cases of ground surface instability in or near the grade. One case was the abandoned attempt to construct a service station on the left of station 2392 after installation of the tanks caused a slide that continued down the slope into the post office building. The other case is of the fill settlement under the present grade which has continued for several years at station 2407. The railroad grade below this fill has also apparently been unstable.

Inspection of the street paving, curbs, and sidewalks, both above and below the present highway in the easterly part of Rainier shows evidence of long term creeping of the slope toward the river. This condition exists from about 2388 to 2407 and for two to three blocks at least above the highway and one block below. Residential development or commercial is practically complete over this area.

The drill hole logs in this area indicate that the soil formation consists of clays and clay shales, some of which are described as wet and soft. This soil and moisture condition is typical of conditions existing in many slides which have been experienced in western Oregon. Because of the evidence of slides in the easterly part of Rainier, the evidence of creeping in the rough and broken pavement, curbs, and sidewalks, and the evidence of soft, wet clays in the drill holes, it is my opinion that serious sliding could take place in this area at any time. It is most likely to be triggered by heavy rainfall but it could be triggered by grading work. And if sliding occurred within even several years following grading, the agency who did the grading could suffer substantial claims for damages.

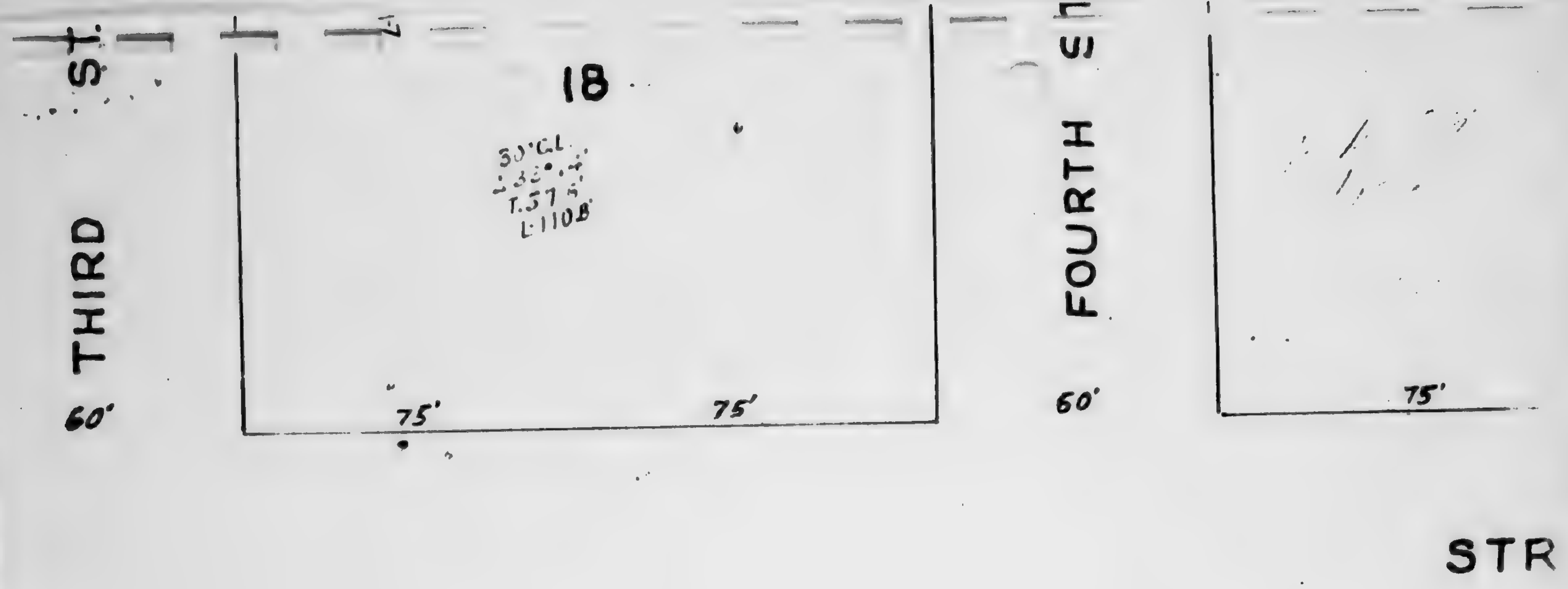
In discussion of this slide possibility with Mr. Minor, Assistant Division Engineer, he asked what effect reconstruction of the highway on the next lower street would have in decreasing the risk of sliding. It is not possible to answer this with positiveness without knowing something of the strength of the soil formations which would be under the grade. However, the lower street must be near the toe of the slide because it is adjacent to the river. And if the new highway improvement could be constructed by fill on the toe of the slide then at least it can be argued that the possibility of sliding was reduced by the counterbalancing effect of the construction rather than increased. This situation might result in lower damage claims at least in case a slide did occur. And if a suitable foundation exists for the grading on the lower street, the slide would actually be counterbalanced by fill grading at this location. But the possibility of finding a good foundation at the lower location is not good since the SP & S Railroad (Mr. Strong) reports that they have to regrade and re-align their track at the east end of the lower level street in Rainier from time to time due to sliding.

Nothing which seems practical and certain to control this potential slide can be suggested at this time. The right-of-way restriction along the present grade due to residential and commercial development and the water and sewer and other underground utilities make all of the conventional slide control devices such as drainage, rock inlay, unloading, or counterbalancing difficult to apply. A combination of fill and retaining structure along the edge of the river could be made stable and to stabilise the lower part of the slide without increasing the danger to the upper part.

The present location plan has been conceived to make the improvement with a relatively small disturbance of the potential slide but, even so, the construction of it could trigger sliding in this area which might result in substantial damages to resident and commercial properties. Some type of resisting structure such as rock inlay or retaining wall on batter pile foundation would be required to make sure that the proposed construction does not cause sliding. But a reliable determination of the depth of sliding would be required before a design could be made. This would require installation of slope indicators, at a cost of about $1000 per indicator, several thousand dollars cost for reading and analysing the indicators, and probably two years time to obtain reliable measurements on the indicators.

cc: J. E. Morelock
R. D. Asbury
Vernon Shull
W. R. Fretwell

F. W. Harbrough
Staff Assistant


THIRD ST.
60'
18
50'CL
T.57
L.1108
75'
75'
FOURTH ST
60'
75'
STR

4B-24-22

OREGON STATE HIGHWAY DEPARTMENT

MAP OF PORTION OF

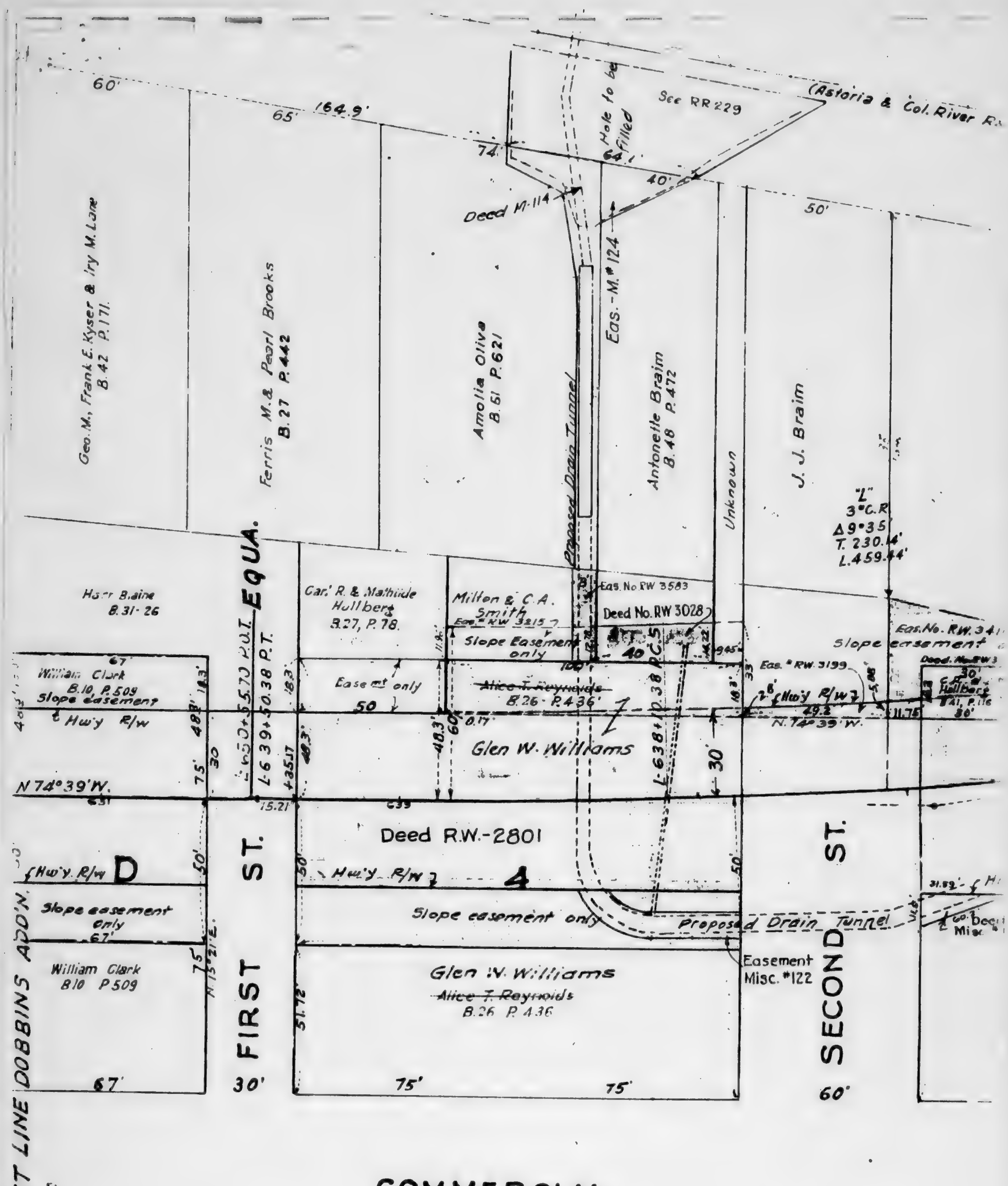
DOBBINS ADDITION

TO

RAINIER

RIGHT OF WAY OF PRESENT LOWER COL. RIV. HWY. AND RIGHT OF WAY TO BE ACQUIRED

SCALE: 1" = 40'
DEC. 1934.


60'
65'
164.9'
74'
Hole to be filled
64.1'
See RR 229
(Astoria & Col. River R.
40'
50'
Deed M-114
Eas.-M.# 124
Geo. M., Frank E. Kyser & Iry M. Lane B.42 P.171.
Ferris M. & Pearl Brooks B.27 P.442
Amolia Oliva B.61 P.621
Proposed Drain Tunnel
Antonette Braim B.48 P.472
Unknown
J. J. Braim
"L"
3° C.R.
Δ 9°35'
T. 230.14'
L. 459.44'
EQUA.
L 650+55.70 P.O.T.
L 639+50.38 P.T.
Harr Blaine B.31-26
Carl R. & Mathilde Hallberg B.27, P.78.
Milton & C.A. Smith
Eas. No. RW 3583
Deed No. RW 3028
Eas. No RW 3215
Slope Easement only
100'
40
L 638+10.38 P.C.
Eas. No. RW 341
Slope easement
Eas. # RW 3199
Deed No. RW 3
C. R. & M. Hallberg B.41, P.116
30'
80'
67'
William Clark B.10, P.509 Slope easement
18.3'
Easement only
50
~~Alice T. Reynolds~~ B.26 - P.436'
Hw'y R/W
48.8'
48.3'
60'
0.17'
Hw'y R/W
49.2
N. 74°39' W.
11.75
Glen W. Williams
75'
30
+35.17
30'
N 74°39' W.
631
15.21'
633
Deed R.W.-2801
D
Hw'y R/W
50'
4
Slope easement only
67'
Slope easement only
Proposed Drain Tunnel
Easement Misc. #122
31.59'
Deed Misc.
William Clark B10 P509
N 15°21' E.
31.72'
Glen W. Williams
~~Alice T. Reynolds~~ B.26 P.436
FIRST ST.
SECOND ST.
67'
30'
75'
75'
60'
WEST LINE DOBBINS ADD'N.
COMMERCIAL

4B-24-22

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/12/82	8. FEDERAL ROUTE NUMBER Primary 1	9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/28/82 I approve the revised Preliminary Engineering Costs to a TEC of $61,300 Federal Funds $54,053.

(Increase TEC $29,700 Federal Funds $26,189)

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO Mochrie
FOR C
Info | Inves | R/D | D R | Sign | Act | File

Orig to
7/19

14. DATE 7/12/82	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassme	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9578 2W

Frank Terpin
Location Engineer

March 22, 1982

Ed Johnsen EJ
Special Studies & Cost Engineer

Ranier Slide Correction

For your information the correction of the Ranier Slide has been considered further. Other alternatives which are being studied include slide dewatering, road-bed excavation to below the slip with either sawdust or rock backfill.

Since Oregon has no experience with sawdust fills, several applications of sawdust fill construction in Washington were reviewed recently with Ron Chassie, FHWA Soils Engineer, Chas. Eshelman, Geologist, E. J. Dunn, Location Engineer and LeRoy Wilson, Washington Assistant Foundation Engineer. The application of sawdust fill at the Ranier Slide appears to have merit. The recommendation for correction will be submitted late next week.

HLJ:cb

cc. J. H. Versteeg ✓
Ed Hardt

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED

MAR 23 1982

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

7598

STATE OF OREGON

INTEROFFICE MEMO

TO: E.L. Hardt
Metro Region Engineer

DATE: March 11, 1982

FROM: C.J. Eshelman C.J. Eshelman
Geologist

SUBJECT: Rainier Slide

The attached pages contain a list of possible material sources for the project at Rainier. State owned sources are not under permit at this time. Time restrictions of approximately 60 days will be incurred for the hearing process in Columbia County after development and reclamation plans are submitted for OSHD owned sources.

Due to the large number of commercial sources available in this area it is questionable that our sources as offered would have an effect on the competitive bidding. We will not proceed with the permit requirements until directed.

Also please refer to my report of January 28, 1982, in which I indicated removal and replacement of the highway fill combined with proper drainage appears to have the highest cost-effectiveness value. This plan appears to have the preliminary approval of the FHWA. Before alternate plans are fully developed, I suggest imput be solicited from the FHWA.

Contains Recycled Materials
81-125-1367

RAINIER SLIDE
MATERIAL SOURCES
(Granular Fill)

RAINIER QUARRY (GOODAT)

Operated by Lakeside Industries and located adjacent to the town of Rainier, 0.1 mile off of Hwy 2W. T 7N, R 2W, Sec. 18. Haul distance to slide project is 1.3 miles. Contact Ted Palin, phone # 206-423-6882.

NEER CITY QUARRY

Operated by Babler Bros. and located 1/2 mile northwest of Goble on Neer Road. T 6N, R 2W, Sec. 12. Haul distance to slide project is 7 miles. Telephone # 654-6543.

GOBLE QUARRY (O & T ROCK PRODUCTS)

Operated by O & T Rock Products and located 1/2 mile west of Goble on Nicolai Raod. T 6N, R 2W, Sec. 12. Haul distance to slide project is 7.3 miles. Telephone # 556-9049

GOBLE QUARRY (GRAHM CONST.)

Operated by Floyd Grahm and located 1/2 mile south of Goble on Jaquish Road. T 6N, R 2W, Sec. 12. Haul distance to slide project is 7.5 miles. Telephone # 258-4414

GOBLE QUARRY PROSPECT (OSHD) (undeveloped)

Onwed by the OSHD and located 1/2 mile south of Goble on Jaquist Road. T 6N, R 2W, Sec. 12. Haul distance to slide project is 7.6 miles. Surface mining permit required.

DELENA QUARRY (OSHD) (no development plan)

Owned by the OSHD andlocated 1 mile northeast of Delena on the Old Columbia River Hwy. T 7N, R 3W, Sec. 8. Haul distance to slide project is 8.8 miles. Surface mining permit required, with 60 day review.

LOST CREEK QUARRY

Operated by Fred Sutter and located 1 mile west of Delena. T 7N, R 3W, Sec. 18. Haul distance to slide project is 9.0 miles. Contact Fred Sutter, phone # 728-3291.

TIDE CREEK QUARRY

Operated by John Peterson and located 0.4 mile west of Hwy 2W on Tide Creek Road. T 6N, R 2W, Sec. 36. Haul distance to slide project is 11.1 miles. Contact John Peterson, phone # 397-5130.

Crushed aggregate is also available at the Goble Quarry (O & T Rock products) and Tide Creek Quarry.

Asphaltic concrete is available at Longview, Wash. at Lakeside Industries.

7598

PRELIMINARY SOILS AND GEOLOGY REPORT

Rainier Slide (MP 46.7)
Lower Columbia R. Hwy. # 2W
Columbia County
Prefix: 5-1999
Janaury 28, 1982

The Rainier Slide has a long history of activity. It is not known when the probliem was first observed. The first test borings to investigate the slide were made in 1967. These borings were part of the Rainier-Little Jack Falls project. Additional borings were made in 1980 to obtain more information about the slide activity. The last series of borings were completed this month.

The last test borings were required for more specific information on soil properties and to define the slip plane. Shelby tube samples were taken and sent to the Lab in Salem for shear analysis. Two inclinometers were installed to monitor the movement. The inclinometers are being monitored every other day. The movement at TB-113, the upper tube, has been so great (approximately 3.7") between 1-13-82 and 1-25-82 that the tube can no longer be read to its full depth. The primary slip plane occurs at a depth of 36.5' or elevation +17'. The lower inclinometer tube, TB-116, has indicated a movement of 1.123" between 1-22-82 and 1-27-82. The depth of the movement is at 30.5' or elevation -3.5' in this location.

The typical soil varies from Silty-Clay to Clay. The natural moisture of the soil varied from 35.6% to 42.8% in TB-113. The slide movement appears to be occurring at or near the Silty-Clay and Clay boundary.

The primary cause of this slide movement is due to excessive water and poor drainage. The water table varies from 6 to 8 feet at inclinometer tube # 59. The water level is about 2.3 feet in TB-116. The depression on the south side of the highway collects most of the surface run-off and the seepage from the drain fields of the adjacent residences. The only drain for this depression is a 24" CMP which runs under the highway in the center of the slide. This pipe is probably broken under the highway where it intersects the slide slip plane. An indication of this is the silty colored outlet water. The water which seeps into the slide increases the weight of the slide mass and lubricates clay within the slip plane. The settling of the pavement can be seen to increase during rainy periods.

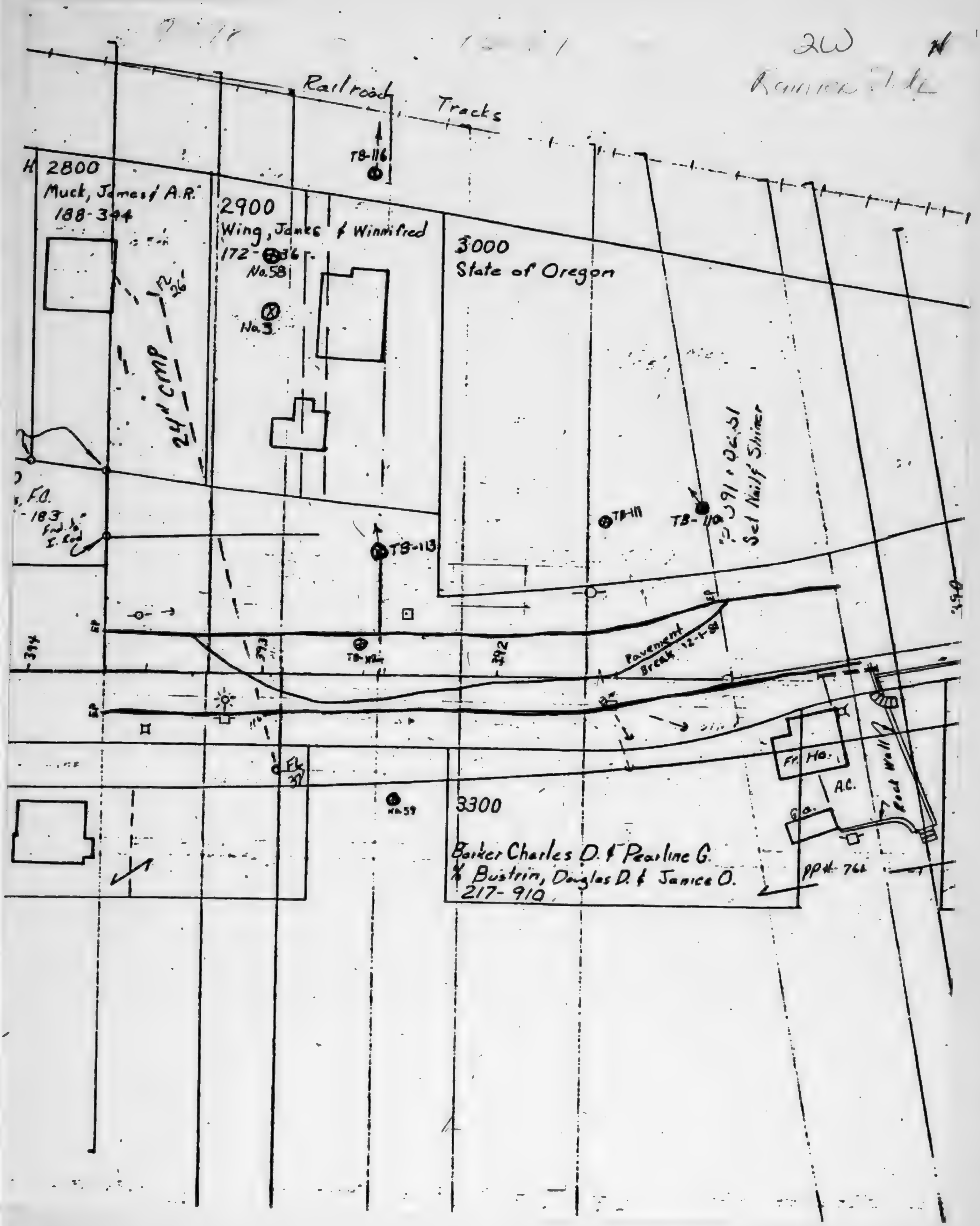
The weight of this section of highway is increased every time it is patched. When TB-112 was drilled in May, 1982, the pavement was found to be 19 feet thick. It can be assumed that the AC is over 20 feet thick by now.

The latest inclinometer readings define the primary slip plane depth and indicate that the slide extends into the river. Because of the depth, the best solution appears to be unloading the apparent head of the slide and improving the drainage.

The effect of unloading the highway fill area upon the upper slope to the south of the highway will have to be investigated for stability. An additional inclinometer tube will be placed in this area in the near future. One inclinometer tube, # 59, to the south of the highway indicated no movement prior to April, 1981.

The slide could be unloaded by removing the large mass of AC along with the existing fill. The fill can be replaced with a light weight material such as sawdust which has been used successfully elsewhere. The drainage can be improved by replacing the culvert and providing some means of collecting the water before it saturates the fill.

If the stability of upper slope areas are dependent on the mass we now term "the known slide area" a different approach may have to be made. Perhaps a buttress in the Columbia River or a structure span to bridge the slide may be necessary.


2W
Railroad Tracks
TB-116
2800
Muck, James & A.R.
188-344
26'
24" CMP
2900
Wing, James & Winnifred
172-836
No. 58
No. 3
3000
State of Oregon
F.C.
-183
Fnd. 5/8" I. Rod
TB-113
TB-111
TB-110
391 • Dec. 51 Set Nail & Shiner
EP
394
393
TB-112
392
Pavement Break 12-1-81
390
Fk 37
No. 59
3300
Barker Charles D. & Pearline G.
% Bustrin, Douglas D. & Janice O.
217-910
Fr. Ho.
A.C.
Ga.
Rock Wall
PP#-766

9597

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11
5-1999

TO: FILES

DATE: December 30, 1981

FROM: Frank E. Terpin F.E.T.
Location Engineer

MA PDM PDE FFM SPC
ODOT-METRO
JAN 4 1982
BM PAR PPC FILE T/A

SUBJECT: Rainier Slide
Lower Columbia River Highway
Columbia County

The attached report by F. W. Yarbrough indicates that correction costs for the subject project may exceed those previously estimated due to more extensive sliding problems than originally anticipated.

The Location Unit recommends that the slope indicators be installed and that they be monitored for a sufficient period of time to determine the extent of the sliding. Other eingineering should be suspended until this information is available which I am advised may be available by late spring of 1982.

Project costs should be determined on the basis of the findings of the geological study after which project priority should be evaluated.

Funding for the soils work will exceed that currently authorized. The Project Manager should request increased funding as required.

CC: Duval
Dunn
[redacted]
Kennen

FET:GCW:ge
Attachment

cc E. S. Hunter w/attachment
R. N. Bothman "
J. H. Versteeg "

9512

STATE OF OREGC

INTE OFFICE MEMO

TO: . Curt Duval

DATE: December 14, 1981

FROM: C.J. Eshelman C.J. Eshelman

SUBJECT: Rainier Slide

Rainier Slide information was reviewed on December 10, 1981 by Ron Chassie and Fred Yarbrough. It was felt that more subsurface information was needed to procede with a reasonable plan for corrective measures.

Two borings with undisturbed samples taken, bearing tests and inclinometer tubes installed, would porvide reasonably sufficient information on the mechanics and extent of the slide and provide a basis for a corrective design.

I have emphasized the importance of good drainage in previous reports and a drainage design may be worked up prior to a correction design .

We plan to do the work as soon as possible in order to have useful data from the current wet season. I anticipate a delay in the letting schedule but hope to provide information in time to allow a construction contract next year, depending on our start.

Site preparation will probably have to be done with a cat (we are checking now to see if a State cat is available). I estimate two weeks for drilling and testing, about $600 for quick reaction inclinometer tubing and two months of inclinometer readings.

Please let me know if this plan meets with your approval.

CC: Fred Yarbourgh
Ed Hardt

Contains
Recycled
Materials
81-125-1387

9598 [illegible]

U. S. DEPARTMENT OF TRANSPOR. TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10198

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/2/81

8. FEDERAL ROUTE NUMBER Primary 1

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
Rainier Slide Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and railroad and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $31,600
F.F $27,864
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 8/25/81.

(This is a 20% limitation project)

Orig. 10: 9-8-81

RECEIVED
STATE HWY ENGR
SEP 8'81
REFER TO Maehring
FOR

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Rainier Slide Correction Col. Co.

DATE: 8/11/81

The State has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and proposal is endorsed as presented.~~

☒ X Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: D.E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(m)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8107 2 330

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
7-9-81

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUL 14 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8107 2 330 Return Date: AUG 07 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.
Phone Number 8-3059

9548

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 9, 1981

In Reply Refer to
File No.

TO:
Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM:
D. E. Swan
Operation Programming Engineer

NOTED
H.S. COULTER

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Rainier Slide Correction
Highway: L. Col. Riv. Hwy.
County: Columbia

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 1 Engr.: E. L. Hardt
Dis. 2 Engr.: W. W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] **APPLICANT ADDRESS** STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP 97310	
04	12] **CONTACT PERSON** [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] **PROJECT TITLE** [71 Rainier Slide Correction			
11	12] **PROJECT LOCATION—CITY** L. Col. Riv. Hwy. US-30	**PROJECT LOCATION—COUNTY** Columbia	**PROJECT LOCATION** [79 SEC: T: R:	

05 **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)**

06 12] This is a slide repair project. The work desired is to construct a 500-foot [71

07 12] detour, remove the existing roadway fill, install a water drainage system, [71

08 12] backfill with light-weight free-draining material, and resurface the roadway. [71

09 12] [71

10 12] [71

12	**AMOUNT REQUESTED—FEDERAL FUNDS**		**NON-FEDERAL MATCHING FUNDS**		**OTHER**	**TOTAL**
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	308,500	- -	41,500	- -	- -	380,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] **FEDERAL PROGRAM TITLE** [71 Title 23 USC Highways	
15	12] **FEDERAL AGENCY NAME** [45 U.S. Department of Transportation	46] **FEDERAL SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: (Same)	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Aug.	43] DAY [44 10	45] YEAR [46 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same)

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category II Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

F-2(-)

A. Project Identification:

Section Rainier Slide
Highway Lower Columbia River Highway
County Columbia
Region 1
(Attach Project Location Map)

Date May 7, 1981
City Rainier Hwy. No. 2W
Begin M.P. 46.6 Length 0.2 mile
Program Estimate 350,000
Funding Source FAP

B. Purpose, Need, and Description of Project (Describe Alternatives):
The roadway surface is sinking because of a slide caused by inadquate drainage of the slopes above the highway. This roadway slide problem is a part of a larger slide area in the City of Rainier (Attachment A). Repeated patching of the pavement has only served to aggravate the problem by increasing the load on the roadway base.

The proposed solution to this problem is:

A) Remove the existing weakened fill and backfill the base with a free draining material;

(Continued Page 1A)

C. Recommended Project Classification:

Project Class	Documentation
☐ I	Draft and Final EIS
☒ II	Categorical Exclusion
☐ III	Environmental Assessment

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Classification:
The project is mitigative in nature and would not result in a significant alteration of the existing environment. Minor adverse impacts are limited to construction activities.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Gravel	To be determined
Average Daily Traffic (Volume and Year)	6500 (79)	7000 (90)
Alignment (New, Combined, Existing)	Existing	
Speeds (Posted and Estimated)	40	40

(12-15-80)

B. Purpose and Need, and Description of Project (Continued)

B. Install additional drainage pipe with cutoff ditches and perforated pipe as required; and

C. Use lightweight fill material.

This proposal will require the complete excavation of this section of roadway, requiring a detour route to maintain traffic operation. The detour would consist of a short, immediately adjacent bypass either to the north or south of the present alignment. The choice of detours is pending further location engineering and geological exploration. Detouring to the south would require additional right-of-way, extensive filling which may further load the slide, and acquisition of a vacant home. Detouring to the north would also require filling but less right-of-way and possibly no acquisition of residential structures.

The project will also require the disposal of approximately 8,000 yards of material.

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than 1 acre for detour
Estimated Number of Parcels	To be determined
Residential Relocation (No.)	Possibly 1 residence
Business Relocation (No.)	None

Describe:

2. Estimated Impact on Land Use: Project may reduce the slide hazard to land use on the north---a residence, a railroad, and a tug boat company along the Columbia River.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Temporary disruption of traffic flow during construction; however, the highway would not be closed.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: Minor loss of habitat through the removal of blackberry thickets, brush, and some trees for the detour route. Possible introduction of silt into the Columbia River during project construction.

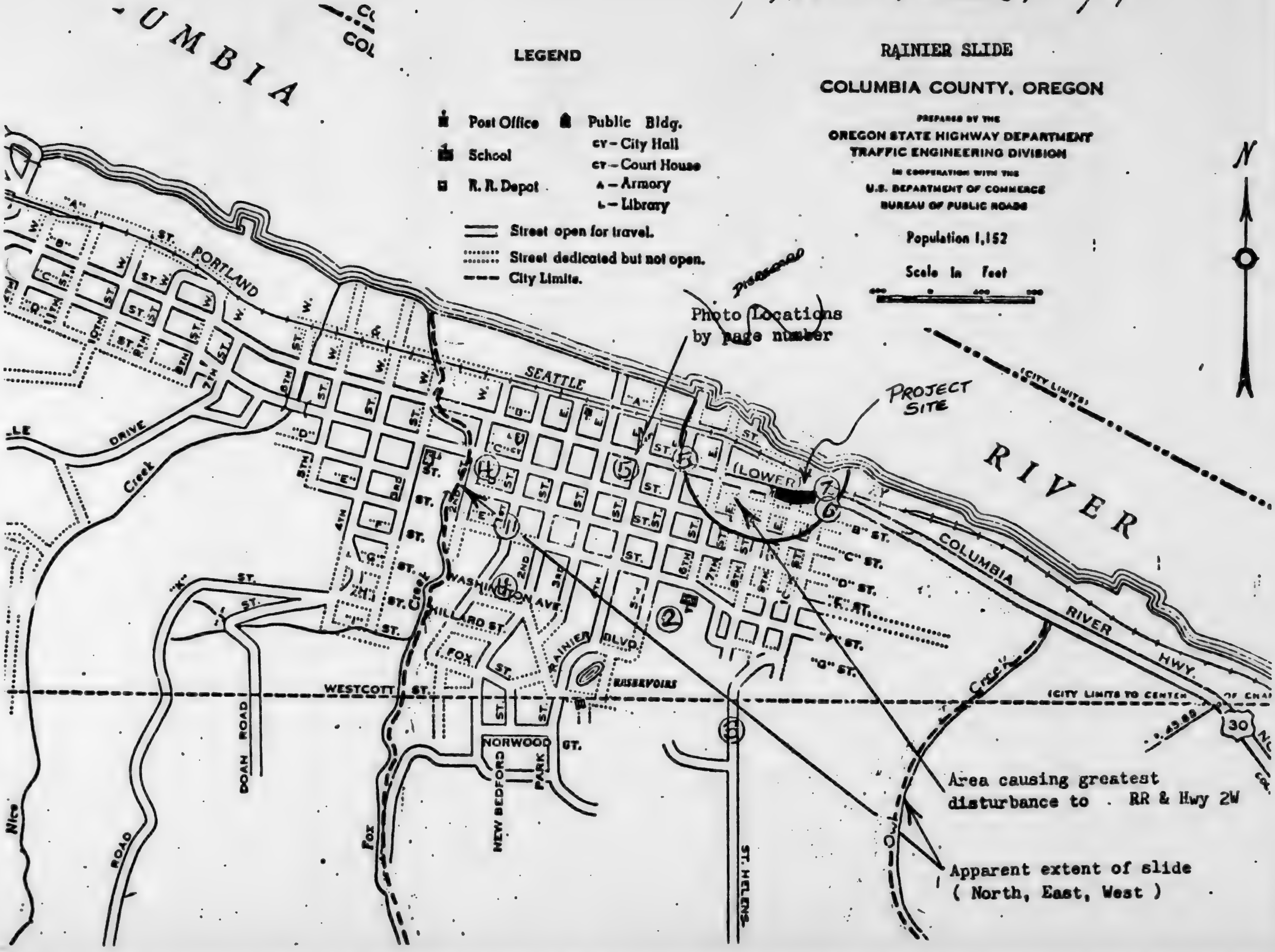
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
None identified.

   A cultural survey of detour route may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: Aggravation of slide hazard to adjacent properties has historically been a concern expressed by local residents.

Name of Preparer and Phone Number: JEF KAISER, Phone 238-7439

ATTACHMENT A


RAINIER SLIDE
COLUMBIA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 1,152
Scale In Feet
N
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
UMBIA
RIVER
(CITY LIMITS)
COLUMBIA RIVER HWY.
(CITY LIMITS TO CENTER OF CHA
30
PROJECT SITE
Photo Locations by page number
Area causing greatest disturbance to RR & Hwy 2W
Apparent extent of slide (North, East, West)
PORTLAND ST.
SEATTLE
(LOWER)
WASHINGTON AVE.
HILLARD ST.
FOX ST.
RAINIER BLVD.
RESERVOIRS
WESTCOTT ST.
NORWOOD ST.
NEW BEDFORD
PARK
DOAN ROAD
ROAD
DRIVE
Creek
Fox
Owl Creek
Nice
ST. HELENS
2
4
4
5
5
6
6
7
11

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
May 8, 1981

PREFIX

IDENTIFICATION

PROJECT NAME
Rainier Slide

HIGHWAY NAME
Lower Columbia River Highway

HIGHWAY NUMBER
2W

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	Rainier

LENGTH: 0.2 mi.
MILEPOST NUMBER: 46.6 TO 46.8
☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Drainage

PROJECT DESCRIPTION

This is a slide repair project. The work desired is to construct a 500-foot detour, remove the existing roadway fill, install a water drainage system, backfill with light-weight free-draining material, and resurface the roadway.

2 · TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 6,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1990 - 7,000

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 45
DESIGN STANDARDS
TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

TRAVEL LANES	Two 12'	Two 12'
SHOULDERS	Two 3'	Two 4'
MEDIANS	None	
PARKING LANES	None	
SIDEWALKS	None	
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☐	☒
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☐	☒	Fish & Wildlife Approval	☐	☒	☐

Agreements (City-County Etc.)		☒	☐	Hydraulics Stuc	☒	☐	☐
ironmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
tewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

		TO BE PERFORMED BY STATE	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	31,600	
RIGHT OF WAY	65,000	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	250,000	
OTHER ______________________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	346,600	

SUBMITTED BY ______________________________

7-71

2W N

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

IOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE

PREFIX

IDENTIFICATION

OJECT NAME
Rainier Slide

GHWAY NAME
Lower Columbia River Highway

HIGHWAY NUMBER
2W

EGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Columbia	CITY Rainier
ENGTH 0.2 mi.	MILEPOST NUMBER 46.6 TO 46.8	☐ RURAL	☒ URBAN

CAL GOVERNMENT PROJECT?
☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

YPE OF FUNDS
☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

ETHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Drainage

OJECT DESCRIPTION

This is a slide repair project. The work desired is to construct a 500-foot detour, remove the existing roadway fill, install a water drainage system, backfill with light-weight free-draining material, and resurface the roadway.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 6,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1990 - 7,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

ESIGN SPEED (MPH)
45

DESIGN STANDARDS
AASHTO

TRAFFIC ANALYSIS
☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pepper
Location Engineer
Date 7/6/81

3 · FEATURES

	EXISTING UMBER AND WIDTH	PRC SED NUMBER AND WIDTH
TRAVEL LANES	Two 12'	Two 12'
SHOULDERS	Two 3'	Two 4'
MEDIANS	None	— — —
PARKING LANES	None	— — —
SIDEWALKS	None	— — —
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream ____	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☐	☒

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☒
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	(5.0)	
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____ (Region) ____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

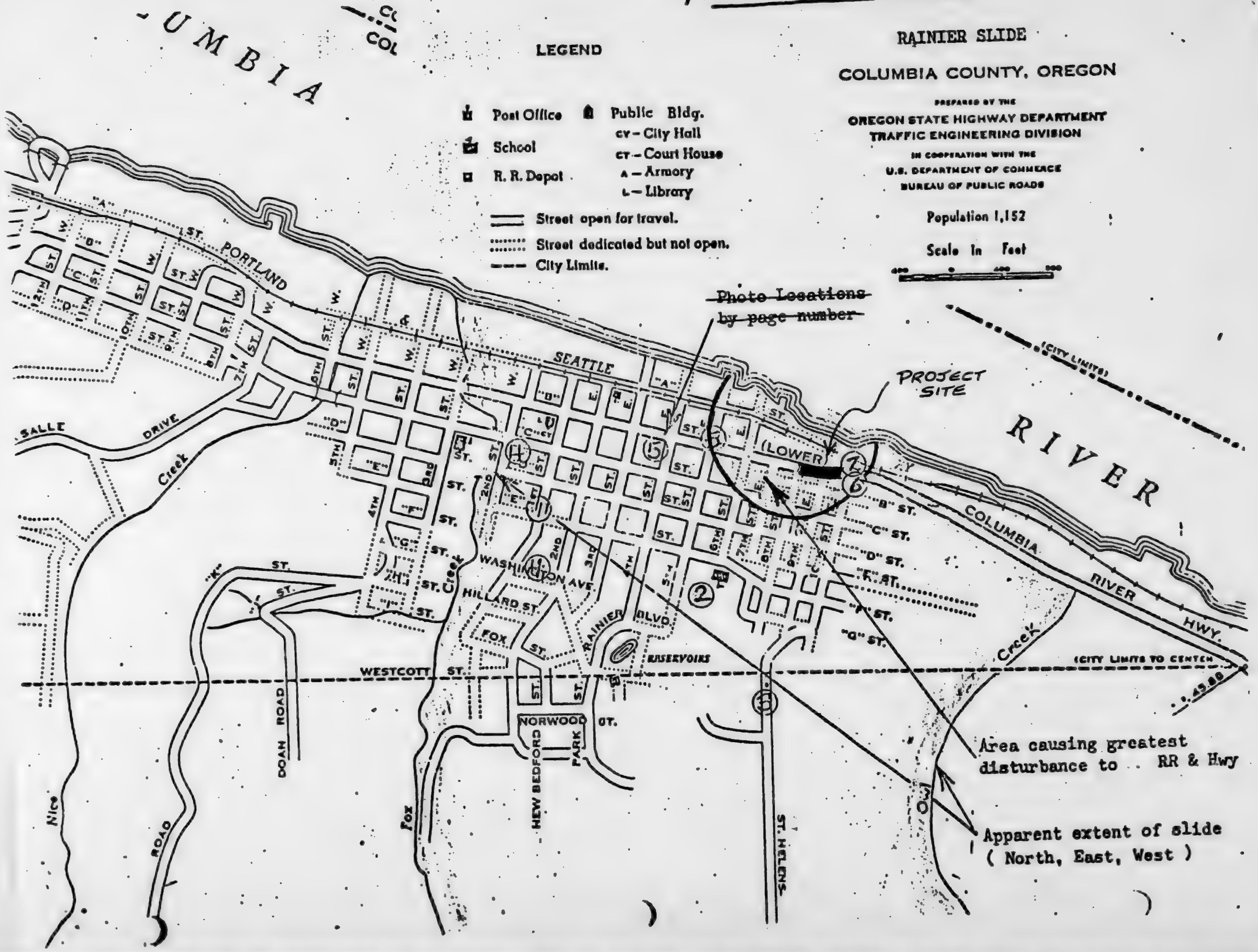
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	31,600	31.600
RIGHT OF WAY	65,000	65.000
TRAFFIC CONTROL		35.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	250,000	250.000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	346,600	381.600

SUBMITTED BY ______________________________

ATTACHMENT H


RAINIER SLIDE
COLUMBIA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 1,152
Scale In Feet
400
0
400
800
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
COLUMBIA RIVER
(CITY LIMITS)
~~Photo Locations by page number~~
PROJECT SITE
(LOWER
SEATTLE
PORTLAND
COLUMBIA RIVER HWY.
WASHINGTON AVE.
HILLARD ST.
RAINIER BLVD.
FOX ST.
WESTCOTT ST.
RESERVOIRS
NORWOOD CT.
NEW BEDFORD
PARK
DOAN ROAD
ST. HELENS
SALLE DRIVE
Creek
Fox
Nice
ROAD
(CITY LIMITS TO CENTER)
Area causing greatest disturbance to RR & Hwy
Apparent extent of slide (North, East, West)
1
2
3
4
5
6
7
11

FILE COPY

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

DATE: May 13, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Slide Correction Project

On the consent calendar for the June 18 meeting will be a request to add a slide correction project to our construction program.

The proposed project is on the Lower Columbia River Highway (US-30) in the City of Rainier, near the Southeast edge of town. The Highway in this area has been moving slowly for quite a number of years, but in recent years the action has accelerated. Maintenance forces have placed one thousand tons of asphalt concrete on the area in the past 15 months to keep the roadway usable and safe. The more weight we add, the worse it will become. Positive correction needs to be undertaken.

The estimated cost of $346,600 would be financed from Federal Aid Primary funds with State match of $41,000. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc

bc: F.B. Klaboe
R.W. Gormsen
D.G. Talbot
E.S. Hunter
R.N. Bothman
D.H. Moehring
C.T. Keasey
W.J. Hart
J.H. Versteeg
V.E. Skoog
E.L. Johnsen
Carl Nelson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

DATE: May 13, 1981

TO: H.S. Coulter
State Highway Engineer

D E Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Request
Rainier Slide, M.P. 46.6 to M.P. 46.8
Lower Columbia River Highway
Columbia County

Attached for your approval is a project request for a slide correction project. This slide is inside the City of Rainier, near the South City limits. The area has been moving for quite a number of years, however, the movement has accelerated in recent years. In the past 15 months it has taken over 1,000 tons of A.C. to keep up with it.

Even though this comparatively slow movement may not qualify as a dire emergency, it would seem preferrable to undertake a positive correction rather than keep pouring limited maintenance funds into it. In the past it has been necessary for us to acquire one residence because of this slide. Other residences in the area could be threatened with damage. A recently broken water line to a nearby residence has been blamed on it.

If you approve of this request, we have drafted a letter to the Transportation Commission for your use.

KO:bke
Attachments

RECEIVED
STATE HWY ENGR
MAY 14 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 5/8/81

Proposed Section: Rainier Slide
Region: 1
Highway: Lower Columbia River
St. Hwy. No. 2W M.P. 46.6 to M.P. 46.8 Length: 0.2 mi
County(s): Columbia
(Attach Sketch Map)
Recommended Construction Date: 1981
Proposed 6 YP FY 81
Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Funds freed by favorable bids.

FAI ☐ , FAP ☒ , FAS ☐ , ST. CONST. ☐ , OTHER ☐

C. ROADWAY & TRAFFIC

		Width			Structures		Extg. Traffic (Year 79)		Proj. Traffic (Year 90)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	30'	2				6,500	C	—	
Proposed Facility:	2	32'	2				—		7,000	C

D. DEFINE THE PROBLEM: The roadway surface is sinking because of a slide caused by inadequate drainage of the slopes above the highway.

E. PROPOSED SOLUTION: Remove the existing weakened fill, backfill the base of the fill with free draining material. Install additional drainage pipe w/cutoff ditches and perforated pipe as required. Use lightweight fill material.

F. REASON FOR REQUEST AT THIS TIME: Anticipated increasing maintenance costs.

G. COST ESTIMATE

Roadway Work	$ 250,000
R/W (Approx: No. of Parcels 2, Acres .25, Any Reloc. 0).	65,000
Structures	
Other (Define)	
Preliminary Engineering (By Whom) State	31,600
TOTAL	$ 346,600

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/~~Disapproval~~ ____ 5/14/81
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date ____

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

Rainier Slide

John Whitehead and I tried to read inclinometer tube TB-110. The tube was bent too much below sixteen feet to allow the instrument probe to pass.

The water level was still very high although it had dropped two feet since the last reading (4-6-81). The water level was eight feet below the surface at TB-110, eight and one-half feet at TB-111, and six feet at TB-59.

The half round culverts on the South side of the highway were all carrying a considerable amount of water. Atleast one of the culverts taps a large spring. The water that flowed into the river appeared to be slightly muddy while the inlet water was more clear. There did not appear to be much sediment at the discharge end of the main culvert.

Took some pictures above the slide and below along the railroad.

The railroad tracks have a slight dip in the area of the slide. We could not find any cracks in this area, however; the vegetation is very heavy and may cover up any evidence of movement. There was one area that seemed to be a cavity in the cut slope, which had a very old railroad rail over it. There are a couple of old slope failures in this cut section.

We lowered a section of pipe down TB-111 and found a tight zone at eleven feet, which probably indicates movement at that depth.

The major amount of the highway settlement appears to be causing the ground to heave between the highway and the house on the north side There does not appear to be any heaving on the private property at this time, but may start in the near future.

Ron Jennison
5-1-81

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY EDWARD L. HARDT

DATE: April 23, 1981

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: RAINIER SLIDE
MP 45.7
LOWER COLUMBIA RIVER HIGHWAY

RECEIVED
STATE HWY ENGR.
APR 24 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Copy #9308

I received a call on April 22 from Betty Vilhauer, Mayor of Rainier, regarding the Rainier slide. She told me that she gets calls and complaints daily from the citizens and also wanted to make sure that I had heard that the residence located directly below the slide recently had its waterline broken, presumably because of the slide. Bill Geibel had reported to me earlier about the broken waterline, about the fact that the slide was again moving, and that the quantities of asphalt material placed to keep the highway to grade were: 1978-304 tons, 1979-166 tons, 1980-739 tons, and 1981 to date-326 tons. He also let me know that State Representative Caroline Magruder was very interested in the Highway Division doing something about the problem. Ms. Vilhauer inquired as to the status of any remedial work that we might have in mind.

I told her that there was no new money available for such a project but that we had been offered the alternative of sacrificing a portion of another project in order to come up with money for the slide work. I told her that Bill Geibel had made a decision that he would give up a portion of an overlay project on the Sunset Highway in order to develop a slide correction project for her city. The intent is to find that money by cutting back the W. Fork Dairy Creek-Tillamook Jct. overlay which is scheduled for July 23. I had previously discussed this concept with Don Adams and we had agreed that we would proceed that way.

Ms. Vilhauer asked if there was anything that she could do to advance the project. I told her at the present time that if we could get the concept approved of transferring dollars from the overlay project to the slide correction project that it was then just a matter of developing the project, preparing plans and specs, and awarding the contract and that this would take at least six months. She asked me to keep her advised if there were any problems with the development of the project so that she could exert whatever pressure was needed in order to bring it along. This memo is to confirm my conversation with Don Adams that Metro will be submitting a request for a project, based on the funding mentioned above, in order to get the work started. Ms. Vilhauer's telephone number is 556-4561 and she should be kept advised if there are any problems with the progress of the project.

ELH/cp
cc H. S. Coulter   R. N. Bothman   Clarence Eshelman
D. H. Moehring   Bill Geibel

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April ~~21~~ 23, 1981

File No: 34-1407

TO: (W. W. Geibel)
(District Engineer)

FROM: (D. R. Adams)
(Project Development Manager)

SUBJECT: (West Fork Dairy Creek to Tillamook Junction Section)
(Sunset Highway)
(Washington County)

cc per #9308

I discussed project priorities with Ed Hardt and he has asked that the Rainier Slide project be financed by reassignment of funds from this project.

I've attached a copy of the paving plans for the subject section as requested by Ed Hardt. These are the only plans we have so we will need to have them returned.

After you have reviewed the plans to determine which end of the project should be cut back, we will work with the Salem office to reduce the limits of this project. Funds will be transferred over to the Rainier Slide project in the amount of $350,000 for construction, right-of-way and preliminary engineering.

In the meantime, by copy of this letter, I am requesting our Program Management Section to delay further programming of the project until the new limits have been established.

DRA:PE
Attachment

xc:
Dave Moehring
Ed Hunter
Hal Versteeg
Ed Hardt

4-23-81

Discussed with Adams today. Ask him to get the Ranier Slide field work in to Salem as soon as possible. Also advised him that the Dairy Cr. job should go at the May letting and it will be the full job as shown on the preliminary plans. Moehring is to handle adding Ranier Slide to the program.
ESH

cc
Versteeg
Coulter
Ed Hardt
Adams
Moehring

RECEIVED
TECHNICAL SERVICES
APR 22 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

006534

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006535

006536

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

February 13, 1981 MAI

Mr. Peter J. Brix, Member
Oregon Transportation Commission
c/o Knappton Corporation
P. O. Box 03018
Portland, OR 97203

Dear Peter:

We have made a thorough investigation of the effects of a dredge fill in the river at the foot of the Rainier Slide near the Knappton Corporation facilities and have determined that there would not be any benefit to the Highway Division to participate in this project.

Our investigation indicates if the toe of the slide is out some distance into the river, the dredge fill would aggravate the slide situation. If the toe occurs above the river line, it would be absolutely of no benefit to the state as the fill would not stabilize the slide.

If you have any further questions, please feel free to call me.

I noticed in the Oregon Voter that you have been named to the Board of Directors of Lincoln Savings and Loan. Now I know where I can go to borrow money to take care of some of our highway problems! Congratulations.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc F. B. Klaboe
R. N. Bothman

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: January 21, 1981

File No: 80-66

RECEIVED
HWY ENGR

JAN 26 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: H.S. COULTER
State Highway Engineer

FROM: R.N. BOTHMAN
Metropolitan Administrator

SUBJECT: Rainier Slide
80-66

R

You asked several questions on a note returned to me. This is in response to those questions.

Clarence Eshelman, the region geologist, did investigate the slide as it affects the highway. As a result of his investigation he came up with an estimate of $350,000 to be spent to correct the problem. This investigation was the result of a direct request from Ed Hardt's May 6th letter, to study the problem. Since the investigation was completed last summer, Ed Hardt and Don Adams have been looking for ways to correct the problem and find the funds to finance the corrections. There is a temporary installation to dewater the slide put in by maintenance crews, but the funding effort for permanent corrections has been unsuccessful.

I have sought a determination of the effects of a dredge fill in the river at the foot of the Rainier Slide near the Knappton Tug Co. facilities. We searched our files looking for additional test borings but have found no additional borings. Some work had been done by Region 2 but it was performed higher up on the slide. Therefore, in order to determine if any benefit would derive to the State because of the placement of dredge fill in the river, additional test borings would be required. We're not sure where the toe of the slip plane might occur. If the toe is out some distance into the river, the dredge fill would aggravate the slide situation. If the toe occurs above the river line there would be absolutely no benefit to the State since the fill would not stabilize the slide. If the slip plane occurs somewhere between those two points, then some benefit could be anticipated that would help not only the highway but the railroad and the private property between the highway and the railroad.

To determine the benefit, test borings should be made along the railroad grade and if these test borings are inconclusive, additional borings might have to be made off a barge in the river to pinpoint the location of the slip plane. It's possible that a test boring might have to be made on private property. The slide affecting the state highway appears to be rather shallow, with movement occurring around 17 feet below the ground surface. I am told it is a "local" slide on a much larger slide that encompasses several city blocks and is several hundred feet wide at the

continued...

	Maybe	Yes	No	Don't Know
Would Knappton fill benefit Hwy?	x			
Would Knappton fill damage highway?			X	
Are potential benefits worth cost of test borings you discussed?			X	
Should we advise Knappton we are willing to contribute money?			X	

highway centerline. No evidence of uplifting below this smaller "local" slide is visible. It's possible the toe of the "local" slide lies in the river. It's also possible that the slip plane of the larger slide could come up in the river in this same vicinity, making the interpretation of our borings more complex.

In his letter to me, Don was indicating the obvious possibility that any material placed at the toe of the slide would provide some benefit above. To determine if we have a benefit, we would have to drill at least three holes on the ground and possibly one in the water. The benefit would not be clear until we determine where the toe of the slide is. Once that has been determined, a rationale for assessment of benefits could be developed.

I should emphasize that the geologist and location personnel propose a dewatering of the "local" slide with replacement of the current asphaltic fill with a lighter material as a correction. If these corrections are made, our highway slide could be reduced to no worse than a minor nuisance.

RNB:DRA:JS

GENERAL FILES

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 19, 1980

File No: 80-66

TO: H. S. COULTER
State Highway Engineer

FROM: R. N. BOTHMAN
Administrator Robert N Bothman

TO

SUBJECT: Rainier Slide

In response to your request, I have had Don Adams and Ed Hardt review the Rainier slide site.

In addition, Clarence Eshelman has studied the Rainier slide and has developed a project request.

However, in reviewing that project request versus other priorities in the region we have deferred requesting funds until the Six-Year Program is reevaluated next year.

We have a high number of priority projects in the region and it is difficult to justify using the monies available for the Rainier slide.

I am advised by the Project Management section that there are no funds for any state funded projects such as the Rainier slide.

Don Adams review of the slide location as it relates to Knappton Tug is attached for your review and consideration.

I hope this answers your question. If you wish further information please advise.

RNB:nyr

Attachment

cc: Ed L. Hardt

To Bob B.

orig. to Bothman 12/24

[illegible] of Ed Hardt[illegible]
[illegible] — Is
[illegible] in Don's memo the
results? —
What add'l work is needed
to determine benefit to
[illegible] — Would dredge
fill benefit [illegible] — [illegible]

HSC

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 17, 1980

File No: 80-66

TO: R.N. BOTHMAN
Administrator

FROM: D.R. ADAMS
Project Development Manager

SUBJECT: Rainier Slide

MA PDM PDE FFM SPC
ODOT-METRO

DEC 18 1980

BM PAR PPC FILE T/A

In your letter of December 3, 1980 you requested I investigate the possible joint benefits to the State and Knappton Tug that would accrue through a joint effort to correct the Rainier Slide.

The information concerning this slide is sketchy, however I cannot perceive any highway-related project that would benefit Knappton Tug to such a degree that they would wish to contribute to the project. There is talk between Bill Geibel and Clarence Eshelman that Knappton Tug would want to do some filling of Columbia River with dredge material immediately adjacent their property on the river and immediately below our slide. Perhaps they perceive a benefit to the Highway Division to the extent that the Division would wish to contribute to their efforts. Considering the information we have on the project, such placement of dredge fill would have very limited benefits, if any, to the Highway.

The slide is at the east end of Rainier, approximately below 8th Street (dedicated). Directly below the slide is an older home and about 200 feet north of the highway is a railroad track, and north of the tracks the ground falls rather quickly into the river. There is about a 50-foot difference in elevation between the highway and the river. Knappton Tug buildings lie about 100 to 150 feet west of the approximate center of the slide. Their line of dolphins extends from this structure east several hundred feet across and beyond the center of the slide.

The State Highway fill settles substantially every year and has been backfilled by patching with asphalt for a number of years. There is a depression on the south side of the highway fill and some effort has been made to rid the fill of excess water which flows south to north. This effort is only marginally successful. The water in the fill is the main contributor to the slide in the estimate of Clarence Eshelman. The additional weight of the slide due to constant backfilling with asphalt is also considered a contributor to the slide activity.

It is easy to see the results of the slide on the roadway. It is much less apparent where the material being displaced by all this asphalt is going. The railroad has experienced some misalignment of their trackage. Their section foreman indicates that they periodically adjust 500 feet of the trackage 6 to 8 inches on 3- to 6-month intervals. This is a significant amount and would be readily evident in the ground on either side of the track. In fact, there is very little evidence that any major movement is taking place except on the railroad trackage. A cut slope on the uphill side of the railroad tracks is relatively stable and the trees above the tracks

continued...

and in the slide stand straight and true. In an active slide such as the railroad foreman describes, by this time the trees would be leaning down the river as they got pushed by the slide.

The owners of the home have indicated some movement and not all the vertical portions of their house line up in the true vertical. However, they have not expressed the concern that the Chases did, who lived at the east edge of the slide. The Chase property had severe cracks (4 to 6 inches wide) in their basement floor, with severe tilting of the floor on the slide side of the cracks. The Chase property was purchased by the Department as a court settlement a few years ago.

Eshelman has not been able to determine where the bottom of the slide is. It's possible it's in the river. Therefore, a buttress to correct the slide is out of the question. The other alternative is to de-water the slide and lighten it. Clarence has made suggested recommendations to do both. The more important item is to de-water the slide.

Based on earlier contacts, Bill Geibel and Clarence Eshelman suggest that Knappton Tug may want to put in some of the dredge fill coming from Mt. St. Helens into the area between their dolphins and the shoreline. This may be what Knappton Tug has in mind in generating the request from Mr. Coulter. This action might provide some relief to our highway, if it occurred at the toe of the slide. However, we have not determined that the toe of the slide lies between the riverbank and the dolphins. If the toe is buttressed, there still is a need to de-water the slide. Once the water is removed. the likelihood of further slideing activity is greatly reduced. This is the recommended method that should be used to control the slide.

If Knappton Tug wishes to fill the Columbia River as indicated, I think we should have no reason to protest such activity. If Knappton Tug wishes to put the fill in and asks us to participate in the cost, we would have to do additional work in order to demonstrate that there was a benefit to the Highway Division from the dredge fill in the river.

On the other hand, if Knappton Tug is trying to assure that their fill in the river would not be affected by the slide and wished to participate in de-watering the slide, it would probably be equally difficult to determine monetary benefit to Knappton Tug without more information and study of the slide.

We have estimates to correct the slide at a cost of $350,000 for installation of additional drainage and removing the existing fill. The fill has been weighted down with the addition of about 16 feet of AC material over the last several years. The fill could be lightened considerably by its removal. If funds are short, the drainage installation would be the most critical and would probably amount to between $70,000 and $100,000.

DRA:js

cc: C. Duval

9578

STATE OF OREGON

INTEROFFICE MEMO

TO: Curt Duval
Location Engineer

DATE: June 12, 1980

FROM: C. J. Eshelman C. J. Eshelman
Geologist

SUBJECT: Rainier Slide

Field drilling work has been completed on the roadway failure section at Rainier. Two test borings were made on the former Chase property and the samples obtained were examined. Core material indicated a series of slippage joints from near the surface to a depth of 70 feet. Inclinometer tubing was installed to pick up any active slip plane(s). Monitoring is currently being done.

Indications are that the entire area from the roadway north to the river has moved in the past at considerable depths and has failed or sheared in many zones. The toe of the slide is not apparent and is probably in the Columbia River. Water level was found to be 5 to 11 feet below the ground surface. The slopes above the slide area are damp and runoff from these slopes tends to concentrate just south of the roadway.

Because of the apparent depth of movement, a buttress or counter balance adjacent to the highway is not recommended. As indicated in my preliminary review report, I feel even stronger that the most cost-effective corrective measure we could make would be to divert as much

Contains
Recycled
Materials

water away from this area as possible. Cut-off drains should be installed in the upper slopes south of the roadway. New drain(s) should be placed beneath the roadway fill. (The existing pipe must be broken; perhaps in several locations.) Some type of drainage should be provided for the fill also (perf pipe or horizontal drains?).

Excavation of the highway fill would be required to reach elevation 30 before reaching fairly firm material (clay). This elevation is still above several zones of old movement. Removal of the unknown thickness of patching material and any weak material in the fill, replacement with good material and provisions for proper drainage could not hurt the situation, but the effectiveness should be weighed against costs.

We will continue to monitor the inclinometer tubes and provide additional information as required.

C.J. Eshelman

cc: Mike Stovall
Bill Geibel

CJE/cw

4-8-81 Kon

Additional inclinometer readings were taken on 4-6-81.

Tube No. 110 showed 1.358" of movement at 16' depth since last October.

The elevation of the movement is between 46 and 48 ft

63' ground elev.

The water table is at about elevation 57 feet.

The maintenance crew was overlaying the slide section again. They said that they do it every week, and that there is usually 2 or 3 inches of settlement.

No movement has occured in tube No. 59.

FORM 81.734.3030

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan - 2A

April 15, 1980

FROM: W.W. Geibel
District Engineer

TO: E.L. Hardt
Regional Engineer

SUBJECT: Public Complaint
Rainier Slide
Hwy 2W M.P.46.7
U.S. 30 - City of Rainier

On Wednesday, April 9, I met with State Representative Caroline Magruder, Rainier Mayor Betty Vilhauer, and several other concerned citizens concerning the subject sink on U.S. 30 at the east end of town. The meeting was at the request of Representative Magruder.

The basic concern of the city is that the grade has been sinking for years, is a hazard and is a waste of taxpayers money. I discussed the situation with Clarence Eshelman, Regional Geologist; and Chuck Upward, Clatskanie Section Foreman; who were also in attendance. Although we have no records of the duration of the slide I have heard estimates of 30 to 40 years.

Although there is some short term action we can take by restricting drainage going into the fill, it is my opinion that the entire fill needs to be removed and replaced. I'm also afraid that the total depth of asphalt may be at the point now where it could jeopardize the integrity of the cross culvert.

Although I had good intentions to request this project in the 6-year plan input I forgot to do so and apparently the citizens of Rainier forgot also. Attached is a letter from Representative Magruder on this subject. I understand a resolution from the City Council will be coming to you.

The following action is recommended:

1) Have the Region geology crew drill the fill to see how deep the AC is.. I've already taken the liberty to ask Esh to do this on our maintenance prefix.

2) As time and workload allow, maintenance forces will locate the ends of the cross culvert system and construct a paved ditch or flume to carry the southeasterly ditch water to the culvert entrance.

3) Reconstruct the entire roadbed if funds can be found. Would this be eligible for federal funding?

Without checking our maintenance records I believe the movement of the fill has been accelerating in the last few years. It has been patched at least every two weeks this winter.

WWG:js

cc: Bob Bothman
~~Max Klotz~~
Clarence Eshelman
~~Chuck Upward~~

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Milwaukie, OR
April 24, 1980

FILE:

FROM: C.J. Eshelman CJ Eshelman
Region 1/Metro Geologist

SUBJECT: Rainier Slide

TO: Max Klotz
Technical Services Engineer

Preliminary review of existing information on the Rainier Slide and possible methods for control and correction have been reviewed. It appears that improved drainage and a combination of selective replacement of the roadway with some method of restraint should correct the slide problem. Additional information will be required, probably two drill holes on the former Chase property, before a likely method of correction can be determined.

Some methods which have been utilized in the past are: Improve drainage, restrain the moving mass, excavate the upper part of the slide to unload the moving mass, relocate the highway or bridge the slide area.

Terzaghi (1950) has written "if a slope has started to move, the means for stopping movement must be adapted to the process which started the slide." The corrective measure best adapted to the Rainier slide must include drainage. Upper slope runoff combined with open ditch surface drainage appears to be a contributing factor if not the major cause of the instability at Rainier.

Restraint of the highway fill in the form of a buttress, counterbalance or pile wall depends on a better understanding of the extent and depth of movement. Based on existing information, the slide appears to extend at least to the Columbia River with the slip plane at 4 ft. elevation, 160 ft. north of the highway. A buttress or counter balance adjacent to the highway may be counter productive by adding a driving force at the upper part of the slide. Restraint of any sort would have to extend below the slip plane, which may be a minimum of 40 ft. below the lower edge of the pavement.

Excavation, that is complete removal of the highway fill, would unload the moving mass but grades would be impractical. Excavation of the highway fill to firm material, replaced with granular material and improved drainage may correct the problem if the excavation does not cause slope failure in the upper slopes and traffic flow can be maintained.

Bridging the slide is impractical because of high costs. An estimate of a 300' structure has been proposed. Moving material might provide excessive laterial thrust against piers.if a shorter structure is proposed.

Relocation of the highway is not practical.

CJE/jr

cc: Mike Stovall
Bill Geibel

LUCAS & PETERSEN
ATTORNEYS & COUNSELORS AT LAW

ROBERT A. LUCAS
STEPHEN D. PETERSEN

RAINIER OFFICE
P.O. BOX T
RAINIER, OR 97048
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, OR 97051
(503) 397-3118

April 30, 1980
Rainier Office

Mr. Ed Hardt
Region Engineer
9002 S. E. McLaughlin
Milwaukie, Oregon 97222

Re: East B Street - City of Rainier, Oregon

Dear Mr. Hardt:

Enclosed is a copy of a resolution that was approved by the City of Rainier with regard to East B Street in Rainier, Oregon.

Very truly yours,

LUCAS, PETERSEN & HUFFMAN

SD Petersen

Stephen D. Petersen

SDP:lw
Enc.

cc: City of Rainier

GE [✓ RE] RME RCE BE
TE RECEIVED RSM
UE MAY - 5 1980 RSC
SO REGION I RBI
TO

BEFORE THE CITY COUNCIL OF THE

CITY OF RAINIER, OREGON

In the Matter of Repairing East B Street near East 6th and 7th Street, Rainier, Oregon.	)))	No. 575 RESOLUTION

The above matter came before the City Council at it's special meeting on April 25, 1980, and

It appearing to the council that East B Street near East 6th and 7th Street is a hazard in desperate need of total repair and replacement, and

It further appearing that the State of Oregon through their highway department has been blacktopping the area at least once a week which has caused the area to slide and slip at a faster rate, and

It further appearing that the problem is getting worse and that the City of Rainier is now making a formal complaint and requesting that the street be permanently repaired by the State of Oregon which has the necessary expertise, now, therefore,

IT IS HEREBY RESOLVED that the Rainier City Council recommend to the State of Oregon Highway Deprtment that immediate action be taken to permanently solve the hazard that exists on East B Street near East 6th and 7th Street, Rainier, Oregon.

PASSED AND ADOPTED by the City Council of the City of Rainier, Oregon, this 25th day of April, 1980.

CITY OF RAINIER

By: Elizabeth Viehauer
Mayor

ATTEST:

By Esther V. Perren
City Recorder

APPROVED AS TO FORM

LUCAS, PETERSEN & HUFFMAN

By STEPHEN D. PETERSEN
Stephen D. Petersen
City Attorney

Bidder No. ____________ File No. 2881

KNOW ALL MEN BY THESE PRESENTS, that the State of Oregon, by and through its Department of Transportation, Highway Division, does hereby grant, convey, bargain, and sell unto

Harold McGlone
(Name)

10922 S.E. Spencer Court, Portland, Oregon 97266
(Address)

his executors, administrators, and assigns, the following-described goods and chattels, viz:

ITEM	PRICE
Lacy leafed maple	Salvage Value $50.

for the consideration of - - - - - - - - - - - - - - - - - - - $ 50.00
Dollars, receipt of which is hereby acknowledged.

It is expressly stipulated and understood that the above-named buyer shall remove the above-said goods and chattels from any and all real property owned by the State on or before the 30th day of April, 1978.

To guarantee the complete removal and clearing up work as herein agreed, I shall deposit with the State an additional sum or $ -0- . If the removal is complete as herein agreed, the deposit shall be returned. In the event that said goods and chattels are not removed on or before the above said date, the deposit shall be forfeited, and the State may dispose of the items without being liable or subject to any claims whatsoever to the said buyer or his executors, administrators, or assigns for any damages that he may suffer in connection with or arising out of the said disposal of the aforesaid goods and chattels. Machinery sold by the State will not be considered eligible for relocation or moving costs.

Date 17th Day of April, 1978.

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By ____________
Property Agent

Harold L. McGlone
Purchaser

8/29/74
81-734-3649
Distribution:
- Purchaser - Original
- Property Manager - 1
- Region - 1

1572

SALVAGE VALUE APPRAISAL

File No. 2881 Grantor Chase, Merle & Elaine Location Goble-Rainier

_____ Story House _____ ft. x _____ ft. Regular _____ Irregular _____

Age _____ Condition: Poor _____ Average _____ Excellent _____ Conc. Slab Found. _____

Other Improvements: hot water heater

Appraised Value $ not known $ no appraisal $ _____

CONDITIONS UNFAVORABLE TO MOVING:

- ___ Interferences: Bridges, Wires, Etc.
- ___ Narrow Streets
- ___ Lack of Vacant Land in Locality
- ___ Limited Buyer Interest
- ___ Restrictive Local Regulations
- ___ Size and/or Shape of Building
- ___ Unconventional Design
- ___ Functional Obsolescence
- ___ Location _____

COMPARABLE BUILDINGS PREVIOUSLY SOLD:

File No.	Improvement	Cost	Sale Price	% Recovery
		$	$	
		$	$	
		$	$	
		$	$	

SALVAGE VALUE BREAKDOWN

Hot water heater	$ 10
	$
	$
Total	$ 10

Remarks: With no indication of how old the hot water heater was, the value is negotiable.

Property Agent _____ Property Manager _____

Date January 9, 1978 Date 1-10-78

1/15/74
Distribution:
Property Manager - 1
Region - 1
71-834-3641

[illegible]

File 2881

OREGON STATE HIGHWAY DIVISION

HM 81 734-1/68

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ROM: Region I R/W (Milwaukie)

ADDRESS: P.O. Box 02157, Portland 97213

O: **ACCOUNTING SECTION—**

DATE OF REQUEST: January 9, 1978

AME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Hot water heater

DATE OF ORIGINAL DOCUMENT:

VENDOR'S NAME:

DATE OF VENDOR'S INVOICE:

QUANTITY	UNIT	DESCRIPTION	CHARGE			CREDIT		
			DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT	
1	ea	Hot water heater	24-6306-606-19	10	00	5-2004-419	10	00
		File 2881 - Chase						
		TOTAL		$10	00		$10	00

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST:

REPARED BY: W.G. Hight

APPROVED:

DISPOSAL OF BUILDING MATERIALS

File No. 2881
Section Rainier-Goble
Highway Columbia River
County Columbia

State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"

I hereby offer you the sum of $ -0- for removing the hereinafter designated and described items from the building located at: **645 East "B" Street, Rainier, Oregon. Formerly the Merle and Elaine Chase residence.**

This offer is made to you upon the following terms and conditions:

(1) The amount offered is remitted in full herewith.

(2) If said offer is accepted, I hereby agree to remove the building materials and fixtures listed in paragraph 8 from the building located at **645 East "B" Street, Rainier, Oregon, prior to March 31, 1978.** within a period of ______ days from the date of notice of acceptance thereof, which removal shall not include the **trees presently growing on subject property.**

The removal shall include the cleaing up of the premises on which the above items are located to the satisfaction of the District Property Agent. In case of failure to complete the removal and cleaning-up work, as herein agreed, the State may, at its discretion, declare me to be in default, and I hereby agree to thereupon forfeit all rights and equities in the said materials and fixtures salvaged, or to be salvaged, therefrom, and title to the said materials and fixtures shall revest in the State and the State may resell or otherwise dispose of same, as the State may deem expedient, without liability or obligation to me.

(3) To guarantee the complete removal and cleaning-up work as herein agreed, I shall deposit with the Highway Division an additional sum of $-0-. If the premises are satisfactorily cleaned, and removal is complete as herein agreed, the said deposit shall be returned. Otherwise, the whole of said sum, or if removal is otherwise complete, such part of said sum as is necessary to pay the costs of clearing the premises, shall be forfeited to the State. Where removal is otherwise complete, any balance of said sum left after payment of the cost of clearing up the premises shall be returned to me.

(4) I further agree to indemnify and hold harmless the State of Oregon, by and through its Department of Transportation, Highway Division, the members thereof, and its officers, employees and agents, from and against all damages, claims, demands, suits, actions or causes of suit or action resulting from, or because of, any damage to property or injury or death of any person arising out of the occupancy and use of the aforementioned premises by me, and State shall not be liable for any damage or injury to persons or property occurring or arising on premises from any cause whatsoever.

(5) It is to be understood that the acceptance of this offer and the mailing or delivery of notice to me of such acceptance shall operate as a Bill of Sale to cover the said improvements.

(6) It is further understood that this offer and the acceptance thereof is based upon the items in their existing location and condition, and that the State assumes no responsibility and makes no guarantee or representation as to the condition thereof, prior to, or subsequent to, the date and acceptance of this offer. The State accepts no liability for protection of the improvements after the sale has been completed.

(7) Buildings being worked in shall not be used for living quarters. State reserves the right to enter and inspect the buildings during normal working hours.

(8) Description of material and items to be removed:

The frame structure (2 story single family residence) located at 645 East "B" Street, Rainier, Oregon.

Purpose: To be used solely as a training exercise by the Rainier Rural Fire Protection District.

ADDRESS:
P.O. Box 709
Rainier, Oregon
Phone: 556-3672

NAME:
Rainier Rural Fire Protection Dist.
by: Tom L Gillespie

ACCEPTANCE OF BID

The above offer hereby is accepted this 19 day of December, 1977.

State of Oregon
Department of Transportation,
Highway Division
By
Regional Property Agent

8/3/73
81-734-3653
Distribution:
- Purchaser - Original
- District File - 1
- Salem PM Office - 1
  (Salem R/W File)

Bidder No. ____________ File No. 2881

KNOW ALL MEN BY THESE PRESENTS, that the State of Oregon, by and through its Department of Transportation, Highway Division, does hereby grant, convey, bargain, and sell unto

Rainier Senior Citizens Group
by Oscar McGlore (phone: 556-9718)
(Name)

Rural Rt. 3, Box 1175, Rainier, Oregon
(Address)

his executors, administrators, and assigns, the following-described goods and chattels, viz:

ITEM	PRICE
a) kitchen sink	
b) upstairs and downstairs toilets	
c) bath tub	
d) furnace and oil tanks	
NOTE: Do not remove window glass or any exterior doors.	

for the consideration of - $ gratis
Dollars, receipt of which is hereby acknowledged.

It is expressly stipulated and understood that the above-named buyer shall remove the above-said goods and chattels from any and all real property owned by the State on or before the 31st day of January, 1978.

To guarantee the complete removal and clearing up work as herein agreed, I shall deposit with the State an additional sum or $ -0-. If the removal is complete as herein agreed, the deposit shall be returned. In the event that said goods and chattels are not removed on or before the above said date, the deposit shall be forfeited, and the State may dispose of the items without being liable or subject to any claims whatsoever to the said buyer or his executors, administrators, or assigns for any damages that he may suffer in connection with or arising out of the said disposal of the aforesaid goods and chattels. Machinery sold by the State will not be considered eligible for relocation or moving costs.

Date December 19, 1977.

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By ______________________
Property Agent

Oscar McGlore
Purchaser

8/29/74
81-734-3649
Distribution:
- Purchaser - Original
- Property Manager - 1
- Region - 1

Portland, Oregon

December 12, 1977

MEMO TO THE FILE

Will

W.G. HIGHT
Region Property Agent
Region I - Milwaukie

File 2881
Rainier-Goble Section
Columbia River Highway
Columbia County

The attached photo pages were prepared as documentation to justify the action taken of disposing of this menacing nuisance.

The house can not be moved because:

a) The materials are rotting.

b) The house sets in a low area and would be too much stress for the house in its weakened condition; plus the 2nd story would have to be cut off.

c) Would be too risky even to try to salvage the materials. Foundation could give way and the house could collapse while structure is being dismantaled.

d) I got no bids at time of auction to either buy and move, or to salvage.

There are no items of value in the house worth the effort of removal.

The Rainier Volunteer Fire Department will burn the house in a training exercise at no cost to the Highway Division. This appears to be the best bargain as the cost to remove this building by a house wrecker would surpas $1000.

WGH:kc
Attachments

The following Document(s) are Photographs

PHOTO RECORD OF SUBJECT PROPERTY

FILE NO. 2881

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING NW

TAKEN BY Hight

DATE TAKEN 12/5/77

COMMENTS: #1- Shows the rotten condition of foundation area.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING West

TAKEN BY Hight

DATE TAKEN 12/5/77

COMMENTS: #2- Front porch is about to fall away.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING South

TAKEN BY Hight

DATE TAKEN 12/5/77

COMMENTS: #3- Foundation wall on this corner of the house has pulled away from concrete footing.

PHOTO RECORD OF SUBJECT PROPERTY FILE NO. 2881

Subject at Eng. Sta. ________

Taken from Eng. Sta. ________

Facing NW

Taken by Hight

Date taken 12/5/77

Comments: #1- Shows the rotten condition of foundation area.

Subject at Eng. Sta. ________

Taken from Eng. Sta. ________

Facing West

Taken by Hight

Date taken 12/5/77

Comments: #2- Front porch is about to fall away.

Subject at Eng. Sta. ________

Taken from Eng. Sta. ________

Facing South

Taken by Hight

Date taken 12/5/77

Comments: #3- Foundation wall on this corner of the house has pulled away from concrete footing.

81-734-3770
3/15/74

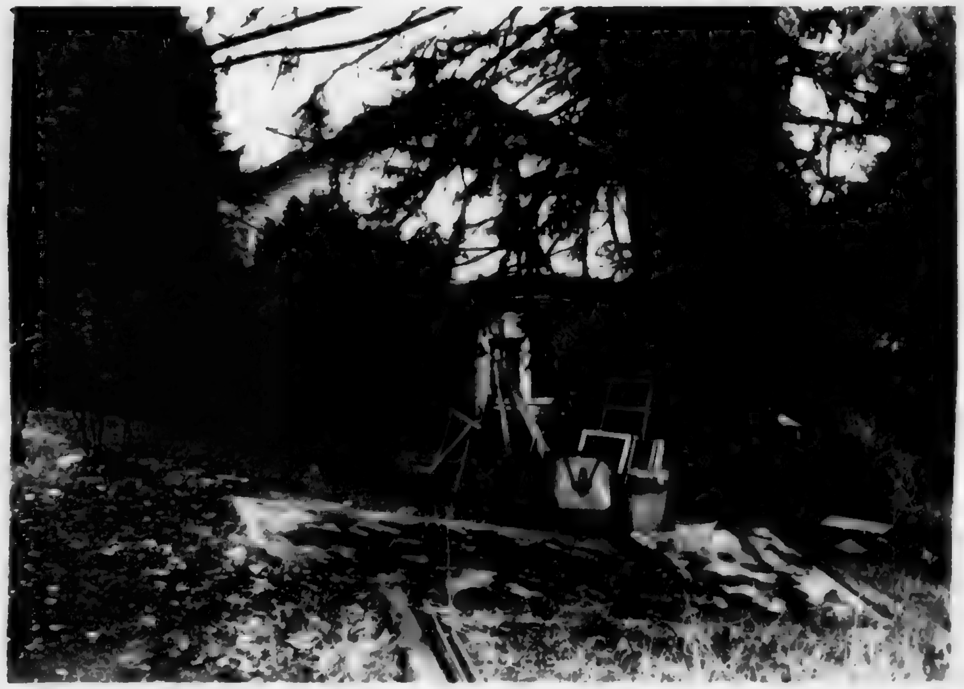
PHOTO RECORD OF SUBJECT PROPERTY

Subject at Eng. Sta.
Taken from Eng. Sta.
Facing North
Taken by Hight
Date Taken 12/5/77

Comments: #4- Shows elevation of house with the road in the front.

Subject at Eng. Sta.
Taken from Eng. Sta.
Facing West
Taken by Hight
Date Taken 12/5/77

Comments: #5 - Also shows elevation of house. Shows the profile of the house being 2 sty.



Subject at Eng. Sta.
Taken from Eng. Sta.
Facing NW
Taken by Hight
Date taken 12/5/77

Comments: #6 - A little better overall picture.

FACING North
TAKEN BY Hight
DATE TAKEN 12/5/77

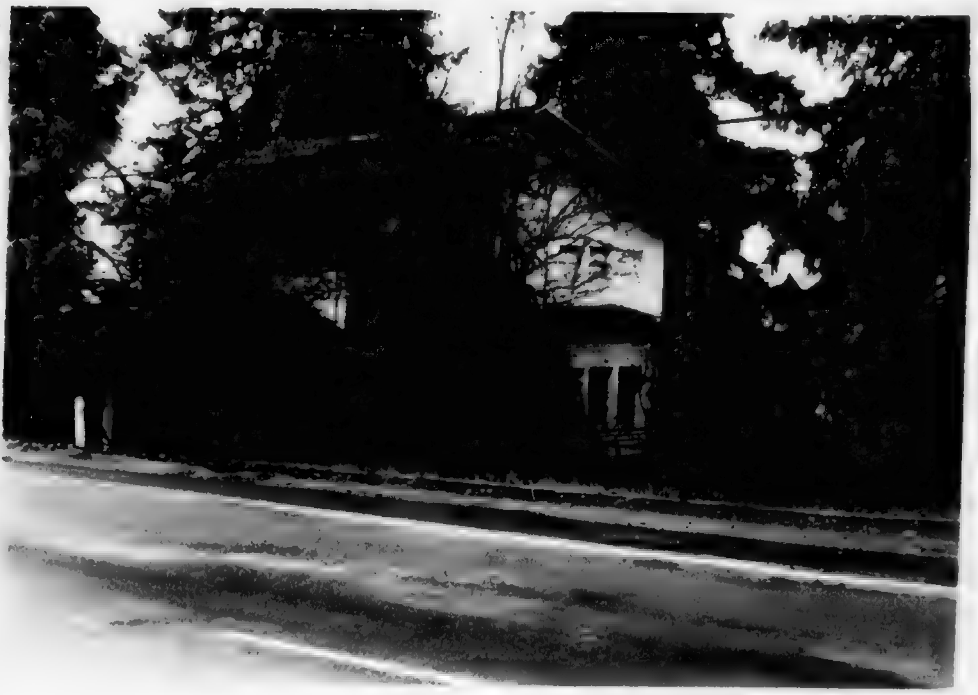
COMMENTS: #4- Shows elevation of house with the road in the front.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING West
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #5 - Also shows elevation of house. Shows the profile of the house being 2 sty.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING NW
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #6 - A little better overall picture.



Page ____ of ____

PHOTO RECORD OF SUBJECT PROPERTY

FILE No. 2881

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING West

TAKEN BY Hight

DATE TAKEN 12/5/77

NTS: #7 - The beam is nearly dry rotted away on the deck overlooking the Columbia River.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING South

TAKEN BY Hight

DATE TAKEN 12/5/77

NTS: #8 - Another view showing the foundation in the broken up condition.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING North

TAKEN BY Hight

DATE TAKEN 12/5/77

S: #9 - This view shows the large separation in the basement concrete floor,; what you can't tell, is from where I was standing to the spot at top of picture, the floor has sunk about one foot.

Subject at Eng. Sta.__________
Taken from Eng. Sta.__________
Facing West
Taken by Hight
Date taken 12/5/77

NTS: #7 - The beam is nearly dry rotted away on the deck overlooking the Columbia River.

Subject at Eng. Sta.__________
Taken from Eng. Sta.__________
Facing South
Taken by Hight
Date taken 12/5/77

NTS: #8 - Another view showing the foundation in the broken up condition.

Subject at Eng. Sta.__________
Taken from Eng. Sta.__________
Facing North
Taken by Hight
Date taken 12/5/77

S: #9 - This view shows the large separation in the basement concrete floor,; what you can't tell, is from where I was standing to the spot at top of picture, the floor has sunk about one foot.

TAKEN BY Hight

DATE TAKEN 12/5/77

COMMENTS: #10 - This view shows the south basement wall separating and crumbling away.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING South

TAKEN BY Hight

DATE TAKEN 12/5/77

COMMENTS: #11 - This is the bottom view of the above photo.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING

TAKEN BY Hight

DATE TAKEN 12/5/77

COMMENTS: #12 - Shows the result of a leak in the roof. This is the 2nd floor and all the ceilings are this way.

Page ____ of ____

OMI

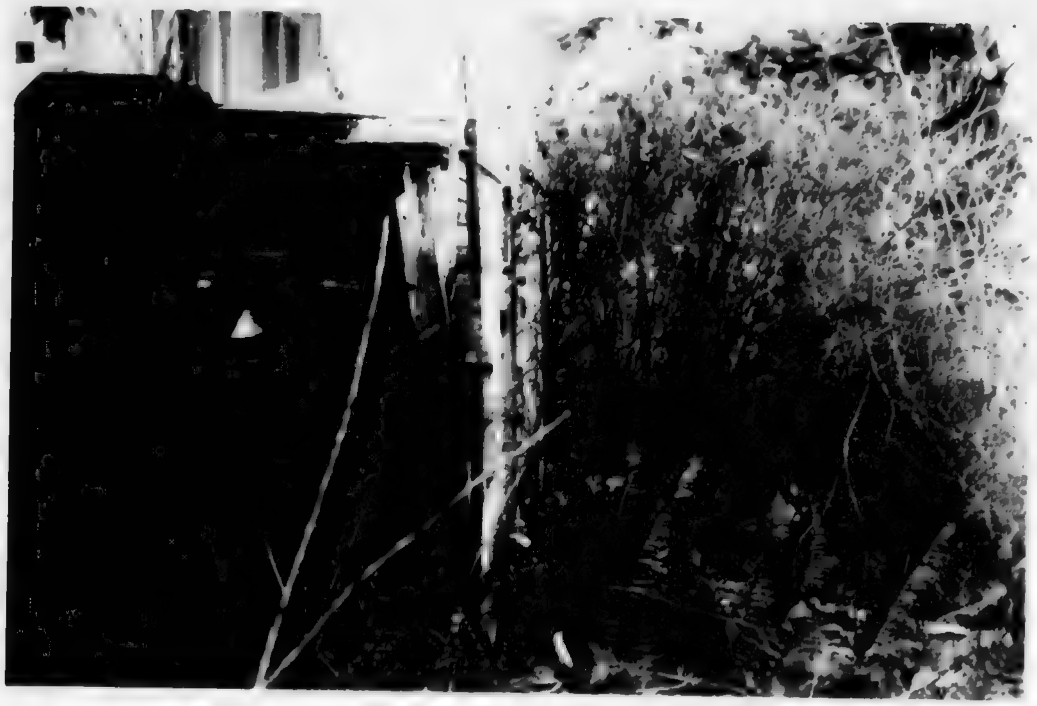
Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

PHOTO RECORD OF SUBJECT PROPERTY

FILE No. 2881



SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING West

TAKEN BY Hight

DATE TAKEN 12/5/77

NTS: #7 - The beam is nearly dry rotted away on the deck overlooking the Columbia River.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING South

TAKEN BY Hight

DATE TAKEN 12/5/77

NTS: #8 - Another view showing the foundation in the broken up condition.

SUBJECT AT ENG. STA.

TAKEN FROM ENG. STA.

FACING North

TAKEN BY Hight

DATE TAKEN 12/5/77

S: #9 - This view shows the large separation in the basement concrete floor,; what you can't tell, is from where I was standing to the spot at top of picture, the floor has sunk about one foot.

PHOTO RECORD OF SUBJECT PROPERTY

FILE No. 2881

SUBJECT AT ENG. STA. ____

TAKEN FROM ENG. STA. ____

FACING West

TAKEN BY Hight

DATE TAKEN 12/5/77

NTS: #7 - The beam is nearly dry rotted away on the deck overlooking the Columbia River.

SUBJECT AT ENG. STA. ____

TAKEN FROM ENG. STA. ____

FACING South

TAKEN BY Hight

DATE TAKEN 12/5/77

NTS: #8 - Another view showing the foundation in the broken up condition.

SUBJECT AT ENG. STA. ____

TAKEN FROM ENG. STA. ____

FACING North

TAKEN BY Hight

DATE TAKEN 12/5/77

'S: #9 - This view shows the large separation in the basement concrete floor,; what you can't tell, is from where I was standing to the spot at top of picture, the floor has sunk about one foot.

Page ____ of ____

81-734-3770
3/15/74

PHOTO RECORD OF SUBJECT PROPERTY

SUBJECT AT ENG. STA.__________
TAKEN FROM ENG. STA.__________
FACING South
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #10 - This view shows the south basement wall separating and crumbling away.

SUBJECT AT ENG. STA.__________
TAKEN FROM ENG. STA.__________
FACING South
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #11 - This is the bottom view of the above photo.

SUBJECT AT ENG. STA.__________
TAKEN FROM ENG. STA.__________
FACING__________
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #12 - Shows the result of a leak in the roof. This is the 2nd floor and all the ceilings are this way.

FACING South
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #10 - This view shows the south basement wall separating and crumbling away.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING South
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #11 - This is the bottom view of the above photo.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING
TAKEN BY Hight
DATE TAKEN 12/5/77

COMMENTS: #12 - Shows the result of a leak in the roof. This is the 2nd floor and all the ceilings are this way.

Page ____ of ____

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9-5-78

November 23, 1977

Sheriff and Tax Collector
Columbia County Courthouse
St. Helens, OR 97051

File 2881

1977-78 taxes

Dear Sir

Enclosed is State Highway Fund Warrant No. 019238 for $75.19 payable to Sheriff and Tax Collector, Columbia County.

This payment represents the 1977-78 taxes on property owned by Oregon State Highway Division and is made in accordance with the attached statement.

Please furnish us with tax receipt, noting our file number on same. Thank you.

Yours truly

Adele Egan
R/W Office Unit Supervisor

nn
Enc. Warrant, statement

Form 81-734-1082R (Rev. 11-73)

VOUCHER
THE STATE OF OREGON

To **Sheriff and Tax Collector - Columbia County** Dr.

% State Highway Right of Way Section

Date Vouchered	NATURE OF CLAIM	AMOUNT	
	For taxes on *real property and interests acquired for the State of Oregon by the Oregon State Highway Division as per details attached:*	$ 75	19
11/18/77	File 2881		
	Tax account 7216 041-03000 13-01 $75.00		
	interest to 12/15/77 + .19		
	Total amount to be paid on this voucher $75.19		

APPROVED FOR THE TRANSPORTATION COMMISSION ON

____
(Date)

under delegated authority exercised by:

____
(Name)

____
(Title)

Approved for payment:

____
Assistant Right of Way Engineer

Proj. No.

COST DISTRIBUTION		
5-2004-413		
	$	
Total	$	

The undersigned hereby certifies that the foregoing account of the above-stated claim is correct and just, that the items set forth have been delivered to the State of Oregon, and that no part of the said claim has heretofore been paid.

PERSON MAKING CERTIFICATION SIGN HERE ______________________
(Name)

% State Highway Right of Way Section

Date Vouchered	NATURE OF CLAIM	AMOUNT	
	For taxes on *real property and interests acquired for the State of Oregon by the Oregon State Highway Division as per details attached:*	$ 75	19
11/18/77	File 2881 Tax account 7216 041-03000 13-01 $75.00 interest to 12/15/77 + .19 Total amount to be paid on this voucher $75.19		

APPROVED FOR THE TRANSPORTATION COMMISSION ON

____
(Date)

under delegated authority exercised by:

____
(Name)

____
(Title)

Approved for payment:

____
Assistant Right of Way Engineer

Proj. No.

COST DISTRIBUTION		
5-2004-413		
	$	
Total	$	

The undersigned hereby certifies that the foregoing account of the above-stated claim is correct and just, that the items set forth have been delivered to the State of Oregon, and that no part of the said claim has heretofore been paid.

PERSON MAKING CERTIFICATION SIGN HERE ______________________
(Name)

Warrant No. *Issued in payment of the within claim*

9598 -

OREGON STATE HIGHWAY DIVISION

ROOM 108

HIGHWAY BUILDING • SALEM, OREGON • 97310 Telephone 378-6303

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 2, 1977

Report No. 5-55951
Dated October 10, 1977
File No. 2881
Owner: Chase, Merle J. & Elaine C.

Pioneer National Title Insurance Company
P. O. Box 1155
St. Helens, Oregon 97051

Gentlemen:

Reference is made to your preliminary title report in connection with the above file numbers. A final judgment was filed in favor of the State of Oregon, by and through its Department of Transportation, Highway Division, against those having an interest in the property.

Please issue your owner's policy based thereon in the amount of $29,500 according to the following instructions concerning the listed exceptions:

Exception 3 may be shown in the policy.

With regard to exception 4, due to the hazardous condition of the mobile home, we will ask the fire department to burn it down.

Your bills for the policy and other charges should be submitted in triplicate.

Very truly yours,

BOB POGGIONE
Title Examiner

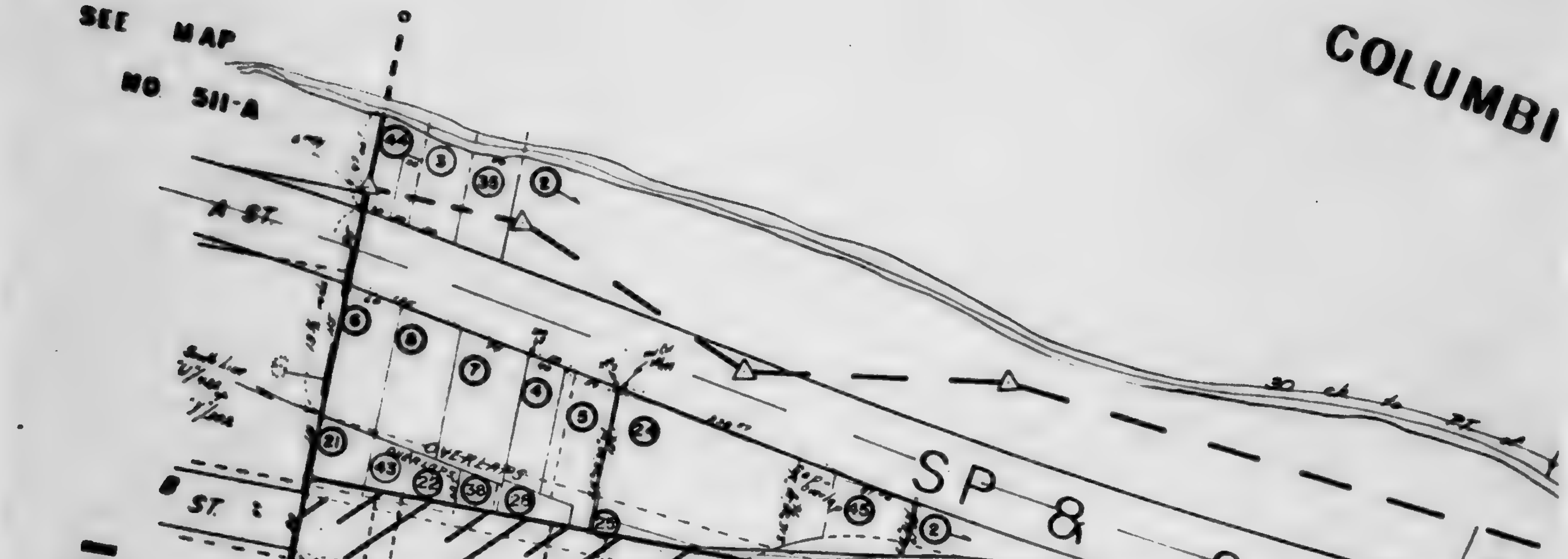
BP:bb

The sketch below is made solely for the purpose of assisting in locating said premises and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.

Pioneer National Title Insurance Company
A TICOR COMPANY

SCALE: 1" = 200'

16-2-7



SEE MAP NO 511-A
COLUMBI
A ST.
B ST.
C ST.
D ST.
E ST.
OVERLAPS
SP & S
MAP NO 511
SEE MAP NO 722-C
DOBBINS
TION
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A
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25

9-22 File 2881

Salem, Oregon
September 22, 1977

NEIL FLANAGAN
Property Manager

Chase vs State of Oregon
~~# 22841~~

KEN ROLFE
Regional R/W Supervisor
Region I - Milwaukie

Attention: Will Hight

The attached letter is relayed from John McCulloch. Please contact Attorney Lucas, pick up keys and take possession of the property.

Mr. McCulloch advises that the former owners will likely wish to retain some shrubs. No commitments were made, so you can sell or dispose as you consider most appropriate.

REC'D FOR FILING
SEP 22 1977

NF:cr
Attachments

ROBERT A. LUCAS
STEPHEN D. PETERSEN
D. ERIC WOODARD

ROBERT A. LUCAS, P.C.
ATTORNEYS & COUNSELORS AT LAW

RAINIER OFFICE
P. O. BOX T
RAINIER, ORE. 97048
(503) 556-3741

ST. HELENS OFFICE
970 COLUMBIA BLVD.
ST. HELENS, ORE. 97051
(503) 397-3118

September 7, 1977
Rainier Office

RIGHT OF WAY SECTION
RECEIVED
SEP 21 1977
☐ RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS
☐ P&S ☐ AS ☐ CE ☐ OS ☐ TA ☐ FAO
☐ RUE ☐ [illegible] ☐ DS ☐ ADM ☐ F ☐

Mr. John R. McCulloch, Jr.
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: Chase v. State of Oregon, No. 22841

Dear John:

Thank you for seeing that the State promptly paid off the judgment in the above case. The Circuit Court Clerk dispersed the monies on September 1, 1977.

Inasmuch as the judgment order conveyed the subject property to the State upon payment of the judgment, the property now belongs to the State of Oregon. My clients have located an apartment to move into and this is to give notice to you that they will vacate the premises on or before October 1, 1977. It would appear as if a 30 day period to allow them to move is reasonable.

I will have the keys in my office and will turn them over to whomever you designate. Perhaps you could provide me the name of this person so I can call them as soon as the place is vacant. I suggest that immediately thereafter you inspect the property and post it for "No Trespassing" or whatever. Can you also tell me who to talk to to discuss possibly removing some of the shrubbery. As we discussed sometime back the property certainly will not be stripped, however, we would like to obtain permission to remove a few of the selected shrubs in the yard. Thank you for your continued cooperation.

Very truly yours,

Robert A. Lucas
Robert A. Lucas

RAL:lw

cc: Mr. and Mrs. Merle J. Chase

Neil Flanagan
6502

9598

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 7376
R-2881

Case No.: 22841

To be submitted to Commission: September 20, 1977 **Approved by Commission:** ________

Name of Case: Merle J. Chase, et ux. v. State **County:** Columbia

Cause of Action: Inverse Condemnation

Demands of Plaintiff: Fair cash market value of property on September, 1976. $29,500.

Date(s) of Trial: July 28, 1977 **Judge:** Donald L. Kalberer

Attorney for State: John R. McCulloch

Attorney for Plaintiff: Robert A. Lucas

Verdict or Judgment: $29,500 **Interest:** 6% per annum from 9-10-76

Attorney Fees: $4,900.00 **Court Costs:** $1,321.00

REMARKS: Plaintiff's property, including a home and trailer site on perhaps two acres, was substantially ruined by ground sliding over the last several years.

The State conceded that:

(1) The property and its use and enjoyment were damaged sufficiently to constitute a "taking", if causation were proved, and
(2) The value as of September, 1976 was $29,500.

The factual issue at trial was whether (1) the State's recent maintenance of (a) its highway, and (b) drainage proximate to the subject property was inadequate so as to (b) introduce water into the head of the slide, and (a) cause extreme vibrations to the house, and (2) these factors caused or excellerated the sliding which wrecked the property.

The State called Dr. L. Rad Squier, soils mechanic, who in effect testified that it was a very close question, with the State more likely not at fault. The plaintiff called Dr. Lee Schroeder, soils mechanic and O.S.U. professor, who testified that the recent state maintenance probably did cause the damage in question.

The jury found for the plaintiff, and so judgment was entered for $29,500 plus $4,900 attorney fees and $1,321 costs.

The State upon payment will own in fee the subject property described in "Exhibit A" of the complaint.

NOTE: Because of the very localized maintenance area complained of and developed through evidence, there should be no "collateral estoppel" right in any other property owner by virtue of the verdict.

John R. McCulloch
Signed

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 7376
R-2881
Case No.: 22841

To be submitted to Commission: September 20, 1977 **Approved by Commission:** ________

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Attorney for State: John R. McCulloch

Attorney for Plaintiff: Robert A. Lucas

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The jury found for the plaintiff, and so judgment was entered for $29,500 plus $4,900 attorney fees and $1,321 costs.

The State upon payment will own in fee the subject property described in "Exhibit A" of the complaint.

NOTE: Because of the very localized maintenance area complained of and developed through evidence, there should be no "collateral estoppel" right in any other property owner by virtue of the verdict.

John R. McCulloch
Signed

Walter L. Barrie
Assistant Attorney General
and Counsel

cc File
Walter L. Barrie
L. B. Hampton
Neil Flanagan
Adele Egan
~~[illegible]~~

9598

2881
L-7376

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~XXXXXXXXXXXXXXXX~~
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

August 26, 1977

CERTIFIED MAIL

Roy A. Nelson
Columbia County Clerk
Columbia County Courthouse
St. Helens, OR 97051

Re: Merle J. Chase, et ux., v. State, Circuit Court, Columbia County, Case No. 22841. (L-7376 R-2881)

Dear Mr. Nelson:

Enclosed you will find check No. 07015 , dated August 25, 1977 , in the amount of $ 37,418.45, to be held for the use and benefit of the defendants in the above case.

Your attention is respectfully invited to the provisions of ORS 311.412 and ORS 311.413 relative to any taxes which may have been lodged against the property sought to be condemned by the above proceeding.

Very truly yours

JAMES A. REDDEN
Attorney General

Walter L. Barrie
Assistant Attorney General
and Counsel

REC'D FOR FILING
AUG 31 1977

hg
enc.

cc: Neil Flanagan
Robert Lucas

NOTE:	Verdict	$29,500.00
	Interest	$ 1,697.25
	Attorney Fees	$ 4,900.00
	Court Costs	$ 1,321.20

7175

STATE OF OREGON
COLUMBIA COUNTY
RECORDED OR FILED
AUG 10 3 45 PM '77
Cir. Ct. Jg.
BOOK ____ PAGE ____
ROY A. NELSON CO CLK
BY J. Smiley DEP.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

MERLE J. CHASE and ELAINE C. CHASE, husband and wife,

Plaintiffs,

v.

OREGON STATE TRANSPORTATION COMMISSION, aka OREGON STATE HIGHWAY COMMISSION,

Defendant.

No. 22841

JUDGMENT ORDER

RECEIVED
AUG 12 1977
ATTORNEY GENERAL
SALEM, OREGON

The above-entitled cause came on regularly for trial on July 28, 1977, the plaintiffs appearing in person and with their attorney, Robert A. Lucas, and the defendant appearing by and through their attorney, John R. McCulloch, Jr., Assistant Attorney General for the State of Oregon; and

A jury having been called and examined and duly empaneled and sworn, the parties having made their opening statements, a view of the property having been held in the manner provided by law, the parties having adduced evidence in support of their contentions, arguments of counsel having been made to the jury, the jury having been regularly instructed in the law and having retired for deliberations, and the jury did, on the 3rd day of August, 1977, return a verdict which, omitting the title of the court and cause, reads as follows:

> We, the jury being duly empaneled and sworn to try the above entitled case, find for plaintiff in the sum of $29,500.00.

ROBERT A. LUCAS, P.C.
ATTORNEYS AT LAW
P.O. BOX T
RAINIER, ORE. 97048
(503) 556-3741

Dated this 3rd day of August, 1977.

CHARLES D. BRIGGS
Foreman

and said verdict was duly received as the verdict of said jury and regularly filed with the clerk of this court, and now, therefore, based upon said verdict,

IT IS HEREBY ORDERED AND ADJUDGED that judgment be entered in favor of plaintiffs and against defendant in the sum of Twenty nine thousand five hundred and no/100 Dollars ($29,500.00) together with interest at the rate of six percent per annum from September 10, 1976, until paid; and

It further appearing to the court that O.R.S. 20.085 applies in that this is an inverse condemnation case and the plaintiffs prevailed, therefore, reasonable attorney fees, costs and disbursements are to be awarded in favor of plaintiffs; and

IT IS FURTHER ORDERED that upon payment of the sum of $29,500 together with interest at the rate of six percent per annum from September 10, 1976, until paid, plus a reasonable attorney's fee in the sum of $4,900.00 and costs and disbursements incurred by the plaintiffs herein in the sum of $1,321.20, fee simple title in and to all of the property described in Exhibit A of the complaint shall immediately vest in the State of Oregon.

Dated this 9th day of August, 1977.

JUDGE

ROBERT A. LUCAS, P.C.
ATTORNEYS AT LAW
P.O. BOX T
RAINIER, ORE. 97048
(503) 556-3741

A certified true copy
Robert A. Lucas atty

9598

AERIAL MAPPING CO. OF OREGON
2626 S. E. ANKENY STREET
PORTLAND, OREGON 97214
232-2167

AERIAL TOPOGRAPHIC MAPPING

BELA KALOTAY
Photogrammetrist
Surveying
Topographic and
Planimetric Mapping
Ortho Photo Mapping
Digital Inventory

July 27, 1977

O.K.

FILE COPY

Re: Chase V. State
L-7376
#5-2004 456-53
(1)

NOTED
SANDY BATES

RECEIVED
AUG 8 1977
LEGAL

John McCulloch Jr.
Assistant Attorney General
State of Oregon
100 State Office Bldg.
Salem, Oregon 97301

Invoice No. 7748

RE: Rainier Slide Consultant Work

TOTAL DUE ---------------------------------- $ 2,925.00

to acct 8-16-77
(n)

APPROVED
Chief Counsel
Oregon Department of Transportation

1976-77 REAL PROPERTY TAXES

COLUMBIA COUNTY, OREGON

ASSESSED AS OF JANUARY 1, 1976 FOR THE FISCAL YEAR ENDING JUNE 30, 1977. TAXES ON REAL PROPERTY ARE A LIEN FROM JULY 1, 1976. TAXES ON PERSONAL PROPERTY ARE FOR THE CALENDAR YEAR AND ARE A LIEN AS OF JANUARY 1, 1976.

PLEASE REFER TO THE CODE AND ACCOUNT NUMBER WHEN CORRESPONDING

CODE		ACCOUNT NUMBER	SERIAL
13-01	7216	041-03000	76107548

MAKE REMITTANCE PAYABLE TO:

RICHARD T. TENNANT
SHERIFF AND TAX COLLECTOR
ST. HELENS, OREGON 97051

NAME OF OWNER OR AUTHORIZED AGENT, IF ANY

CHASE MERLE J & ELAINE C

BOX 258
RAINIER OR 97048

TAX LOT NUMBER - (DESCRIPTION OF PROPERTY)

MAP NUMBER TWP RNG SEC 1/4 1/16	PARCEL NUMBER	SP INT	OTHER LOT	BLK

, ACRES IN THIS ACCOUNT	
ITEM	ASSESSED VALUE

CURRENT AD VALOREM TAX LEVIED BY	TAX RATE PER $1,000 VALUE	$ AMOUNT

TOTAL VALUE ▶▶ 6000.00 MULTIPLIED BY TOTAL RATE 18.30 109.80

DELINQUENT TAXES INTEREST NOT INCLUDED NOTICE — FORECLOSURE PROCEEDINGS WILL BE STARTED AFTER DEC. 15 ON REAL PROPERTY ACCT'S SHOWING UNPAID TAXES FOR THE YEAR INDICATED OR PRIOR YEARS

YEAR	AMOUNT
75-76	
74-75	
73-74	
→ 72-73	
PRIOR	

SPECIAL ASSESSMENT

I.V. #21835
Pd. by Asgrs. Coll. 63.16

TOTAL TAX AND ASSESSMENTS	63.16
Discount – 3% full payment – Nov. 15 - 1976 2% ¾ payment – " " " 1% ½ payment – " " "	43.35
NET IF PAID BY NOV. 15, 1976	
QUARTERLY INSTALLMENTS FIRST PAYMENT DUE NOV. 15, 1976. **TOTAL DUE IF TAX LESS THAN $40.**	11.66

TAX CREDIT	INTEREST	DISCOUNT	AMOUNT COLLECTED	CHECK NO.
46.64	1.04		47.68	✓

1ST QTR DUE 11/15/76	2ND QTR DUE 2/15/77	3RD QTR DUE 5/15/77	4TH QTR DUE 8/15/77
$63.16 R#00133 10-28-76			–

INTEREST [illegible] per mo. or fraction thereof past due date. From 1975-1976 tax CHARGED AT: 1974-75 and prior years remains at 2/3 of 1%.

[illegible] 2317 9-1-77

TOTAL
TAX PD.
REFUND

Roy A. Nelson Co. Clerk
X By Barbara [illegible]
TAXPAYER IF OTHER THAN ADDRESSEE

```
     T1301-2-721604103000
13-01 2-7216-041-03000                              08-30-77     15:29
CHA[illegible] MERLE J & ELAINE C

BOX 258       RAINIER  OR 97048

VOL-PAGE 155-756
YR SERIAL       TOTAL TAX  BALANCE DUE     TAX ADJUST      AMT PAID   DIS

76 107548         109.80         46.64                            63.16-

TOTAL ASSESSED CURRENT VALUE        3.590      TOTAL ASSESSED PRIOR VALU

     END       END       END
```

Interest to 9/15/77
1.0¢

47.68 Due by
9/15/77 J

27.45 4th
19.19 3rd
46.64

08-30-77 15:29

DUE	TAX ADJUST	AMT PAID	DISC/INT	DATE	C-R/JV#	TURN	REMARKS
.64	Interest to 9/15/77 1.04	63.16-		10-28-76	C90 [illegible]	CA.	

3,590 TOTAL ASSESSED PRIOR VALUE 6,000

47.68 Due by
9/15/77 J.B.

```
     T1301-2-721604103000
13-01 2  7216-041-03000                    08-30-77    [illegible]:27
CHASE MERLE J & ELAINE C

BOX 258     RAINIER  OR 97048

VOL-PAGE 155-756
YR SERIAL     TOTAL TAX  BALANCE DUE     TAX ADJUST      AMT PAID   DISC/INT

76 107548        109.80        46.64                          63.16-

TOTAL ASSESSED CURRENT VALUE      3,590     TOTAL ASSESSED PRIOR VALUE

-  END  -  END  -  END  -
```

Interest to 9/15/77
1.04

47.68 Due by
9/15/77 J.B.

63.164
46.64
109.80

27.45 4th
19.19 3rd
46.64

08-30-77 [illegible].29

JE	TAX ADJUST	AMT PAID	DISC/INT	DATE	C R/JV#	TURN	REMARKS
A		63.16-		10-28-76	C90 133	046	

Interest to 9/15/77
1.04

3,590 TOTAL ASSESSED PRIOR VALUE 6,000

47.68 Due by
9/15/77 J.B.

9572

Salem, Oregon

October 21, 1976

Jack L. Sollis
Assistant Attorney General

J. B. Boyd
Right of Way Engineer

Right of Way File No. 2881 - Chase
L7376
Columbia River Highway

Attached slide report prepared by Region 1 indicates the magnitude of the slide. The report is well written and indicates that we do not have any basic fault in this slide. It is obviously so large and so historic that the present lawsuit should have no validity. I am retaining one copy of the report for my file and one copy is being sent to you along with Mr. Hardt's letter of October 15.

My recommendation is that we do no further geologic investigation or expend no funds based on the information that is available to us at the present time.

JBB/ef
cc: Ed Hardt
Ken Rolfe

Attachment

NOTED
JOHN R. OAKES

REC'D FOR FILING
OCT 29 1976

KAC

9598

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

October 15, 1976

Edward L Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: RAINIER SLIDE

TO: J. B. BOYD
Right of Way Engineer

Jack Sollis' September 17th memo to you regarding the Merle J. Chase suit for slide damage in Rainier requested that some field work be done to determine the extent of the slide.

Responding to that, attached you will find two copies of a reconnaissance report prepared by Region Geologist Dan Gano on the Rainier slide. This report consists of historical background and photographs of the area. Dan has looked into the field work that was done in Rainier a number of years ago when it was in Region 2, as you suggested.

After reading Dan's report you will be aware that we really don't know much about the Rainier slide. He is suggesting that we go into an extensive field investigation, however, we plan to do nothing further towards the investigation of the specific complaint by the Chases until we hear from you or Jack Sollis.

ELH/cr
cc W. W. Geibel w/attachment
Ken Rolfe
Dan Gano

REC'D FOR FILING
OCT 29 1976

SECTION
RECEIVED
1976
FS CA RS
FAO

Except
#3
60.357

L. 1 B. 33
L. 2 B. 33
L. 3 B. 33
L. 4 B. 33
L. 12 B. 33
L. 13 B. 33
L. 14 B. 33
L. 15 B. 33
L. 16 B. 33
L. 1 B. 37
L. 2 B. 37
L. 3 B. 37

L. [illegible] B. 38
L. 20 B. 38
L. 21 B. 38
L. 22 B. 38
L. 23 B. 38
L. 24 B. 38
L. 25 B. 38
L. 26 B. 38
L. 27 B. 38
L. 28 B. 38
L. 29 B. 38
L. 30 B. 38

L. 2 B. 40
L. 3 B. 40
L. 4 B. 40
L. 5 B. 40
L. 6 B. 40
L. 7 B. 40
L. 8 B. 40
L. [illegible] B. 40
L. 10 B. 40
L. 11 B. 40
L. 12 B. 40
L. 13 B. 40

L. 1 [illegible]
L. 2 [illegible]
L. 3 [illegible]

To Have and to Hold the same, together with all and singular the [illegible] and appurtenances thereunto belonging or in anywise appertaining to the said [illegible] and to her heirs and assigns forever.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 26th day of April, A.D. 1937.

Executed in the presence of

____

____

W.E. Proctor (SEAL)

STATE OF OREGON }
County of Columbia } ss

BE IT REMEMBERED, That on this 26th day of April, A.D. 1937, before me, the undersigned, a notary public in and for said County and State, personally appeared the within named W.E. Proctor, who is known to me to be the identical individual described in and who executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

In Testimony Whereof, I have hereunto set my hand and notarial seal the day and year last above written.

(NOTARIAL SEAL)

Fred W. Horman
Notary Public for Oregon
My Commission Expires July 26, 1940.

Filed April 27th, 1937
at 8:30 o'clock A.M.
J.W. Hunt, County Clerk.

# # # # # # #

WARRANTY DEED

MINNIE & I.B. LINDEMAN

TO

STATE OF OREGON

THIS INDENTURE WITNESSETH, That we Minnie Lindeman and I.B. Lindeman, wife and husband, Grantors, for the consideration of the sum of THREE HUNDRED THIRTY-SIX and 52/100 ($336.52) DOLLARS, to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit:

A parcel of land lying in the City Limits of Rainier, Oregon, and situated in the Francis M. & Elizabeth D. Warren D.L.C. No. 42, Township 7 North, Range 2 West, W.M. said parcel being a portion of that certain piece of property described in deeds to Minnie Lindeman as recorded in Book 41, page 274, Book 29, page 153, and Book 26, page 194, Deed Records of Columbia County, Oregon, said parcel of land being more particularly described as follows:

Beginning at the intersection of the southerly extension of the said Lindeman westerly property line with the 1935 relocated center line of the Columbia River Highway said intersection being South 15° 21' East a distance of 42.42 feet and North 4° 3[illegible] West a distance of 11.75 feet from the northwest corner of Block 5, Dobbin's Addition to the City of Rainier, Oregon; thence along said Highway center line as follows on a 1910 foot radius curve left (the long chord of which bears South 80° 34' East, a distance of 105.31 feet; thence on a spiral curve left (the long chord of which bears South 82° 80' East) a distance of 53.80 feet to Engineer's Station 635/77.14; thence North

36' East 82.95 feet to the center of the Nehalem River; thence up stream South 12° 05' East 38.46 feet to the south line of said Lot 6; thence along said south line South 87° 47' West 80.38 feet to the point of beginning, containing 1410 square feet.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the State of Oregon, by and through its State Highway Commission, its successors and

6° 34' East a distance of 30.0 feet to a point on the existing 30 foot right of way line; thence Northwesterly parallel to and 30 feet distant from the said relocated center line as follows: on a spiral curve right (the long chord of which bears North 92° 50' West) a distance of 53.15 feet; thence on a 1880 foot radius curve right (the long chord of which bears North 80° 36' West) a distance of 101.43 feet to the westerly line of said property; thence South 15° 21' West along said westerly property line and/or its southerly extension a distance of 30.09 feet to the point of beginning. Except that parcel of land deeded to C.R. Hallberg et al, and recorded in Volume 41, Pages 16 and 274 of Deed Records of said County.

The parcel of land to which this description applies, contains approximately 4704 square feet, of which 3618 square feet lies within the existing right of way; net new area 1086 square feet.

Together with a perpetual right and easement to construct, maintain, repair and have free access to all slopes of cuts or fills upon the property of the grantors, outside of and adjoining the property herein conveyed, occasioned by or resulting from the construction, operation, or maintenance of a public highway and its appurtenances, upon the following described premises, to-wit:

Beginning at a point on the west line of said property; said point being 40.88 feet northerly from the intersection of the original right of way line of the Columbia River Highway and the west line of said property; thence southerly along said west line a distance of 35 feet to a point which is 30 feet distant from (when measured at right angles to) the relocated center line of said highway; thence northeasterly parallel to and 30 feet distant from said relocated center line a distance of 105 feet, more or less, to a point opposite Engineer's center line Station 636/25; thence northwesterly a distance of 107 feet, more or less, to the point of beginning.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 7th day of April 1937.

Done in presence of:

Minnie Lindeman (SEAL)

I.B. Lindeman (SEAL)

STATE OF OREGON)
County of Columbia)ss

On this 7th day of April, 1937, personally came before me, a Notary Public in and for said county and state, the within named Minnie Lindeman and J.B. Lindeman, her husband to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

(NOTARIAL SEAL)

Fred W. Herman
Notary Public for Oregon
My commission expires July 26, 1940.

Filed April 27th, 1937
at 10:00 o'clock A.M.
J.W. Hunt, County Clerk
By I.W. Mickelson, Deputy.

# # # # # # # #

COLUMBIA COUNTY, OREGON

DEED

TO

E.D. & BESSIE BENSO

THIS INDENTURE made this 26th day of April A.D. 1937, by and between the County of Columbia, State of Oregon, a political subdivision of the State of Oregon, by and through its County Court consisting of J.B. Wilkerson, J.T. Graham and Wm. Pringle, Sr. its County Judge and County Commissioners, as party of the first part and E.D. Benson and Bessie Benson, husband and wife, parties of the second part, WITNESSETH:

WHEREAS, The County Court of the State of Oregon for Columbia County, in pursuance of the powers vested in it by virtue of Section 69-836, Oregon Code, 1930, has this day duly

7531

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region I - Milwaukie
October 11, 1976

FILE:

Dan Gano

FROM: DAN GANO
Region Geologist

SUBJECT: Rainier Slide
Reconnaissance Report

TO: ED HARDT
Regional Engineer

File 2881
L-7376

Attached is a reconnaissance report on slide conditions in the Rainier area. The purpose of the investigation was to determine the approximate surface extent of the Rainier slide and gather historical data.

A proposal for an initial slide exploration program and a cost estimate will follow. Little is known of the true surface or sub-surface extent of the slide. Rainier slide will be the main obstacle in the way of either reconstruction or relocation of the existing Lower Columbia River Highway. A comprehensive study of possible slide remedial action would require more detailed information on surface and sub-surface conditions within the slide area. At least two years of time should be planned for exploration work and inclinometer tube monitoring.

DG:kc

cc Bob Bothman
Bob Ewen
Hal Versteeg
Ed Johnsen

RAINIER SLIDE

RECONNAISSANCE REPORT

by C. H. Eshelman and others

During the spring of 1975 a reconnaissance investigation was made of landslide conditions in the town of Rainier to determine the approximate surface extent of ground movement, gather historical data, and to help plan for an initial sub-surface investigation. Recent signs of ground movement are visible at the east end of town adjacent to Highway 2W. Older signs of slide activity was also noted at various locations in Rainier. It became apparent, after talking with the local citizens, railroad employees, and utility people, that the town has had a long history of ground movement and slide-related damage between Fox Creek and Owl Creek.

A section of Highway 2W between Stations 2406 and 2409 at the east city limits has had a maintenance problem for several years. The highway has cracks extending across both lanes with a vertical displacement between them. According to Chuck Upward, OSHD Maintenance Foreman, two to two and one-half feet of patching material was placed on this area during 1974 and approximately eight inches was placed during the first two months of 1975.

The Burlington Northern Railroad line, which lies approximately 200 feet north of this section of highway, and a house adjacent to the highway, have also been damaged by ground movement. Five hundred feet of rail have to be adjusted periodically. Mr. Mike Sacchetti, Section Foreman for BNRR said the tracks are adjusted six to eight inches to the south as needed in three to six month intervals. Track ballast also has to be replaced throughout this section, which begins 350 to 400 feet east of Sixth Street.

Fifth Street, between the highway and "A" Street, shows the greatest amount of slide damage of all the city streets in Rainier. Sidewalks, curbs, and pavement have been heaved and displaced. The county road southeast of Rainier shows cracking and displacement. A wood retaining wall on the east side of the road was built in the early 1930's and is now failing. Part of the cemetery along this road has been abandoned because of slide activity.

Photographs are included to show evidence of damage related to slide activity. A house was being torn down on "C" Street because of damage to the foundation and retaining wall surrounding the property.

Mr. Howard Chase, Asst. Water Superintendent for the city, said several houses have been torn down or removed because they were damaged beyond repair. A duplex on 1st Street was removed last year because the foundation was so badly cracked. Photographs show the foundation, a garage next to the foundation, and a new house constructed directly across the street. Several newer houses and apartment buildings are found east of Fox Creek. These newer buildings may have been built on the sites of former slide damaged older houses. The area to the north of the high school is overgrown with underbrush now, but traces of old foundations indicate that the area once contained several houses. Repairs have been made recently to several houses and some houses are resting on newer foundations. Some repairs are haphazard, such as the shoring shown in the photographs.

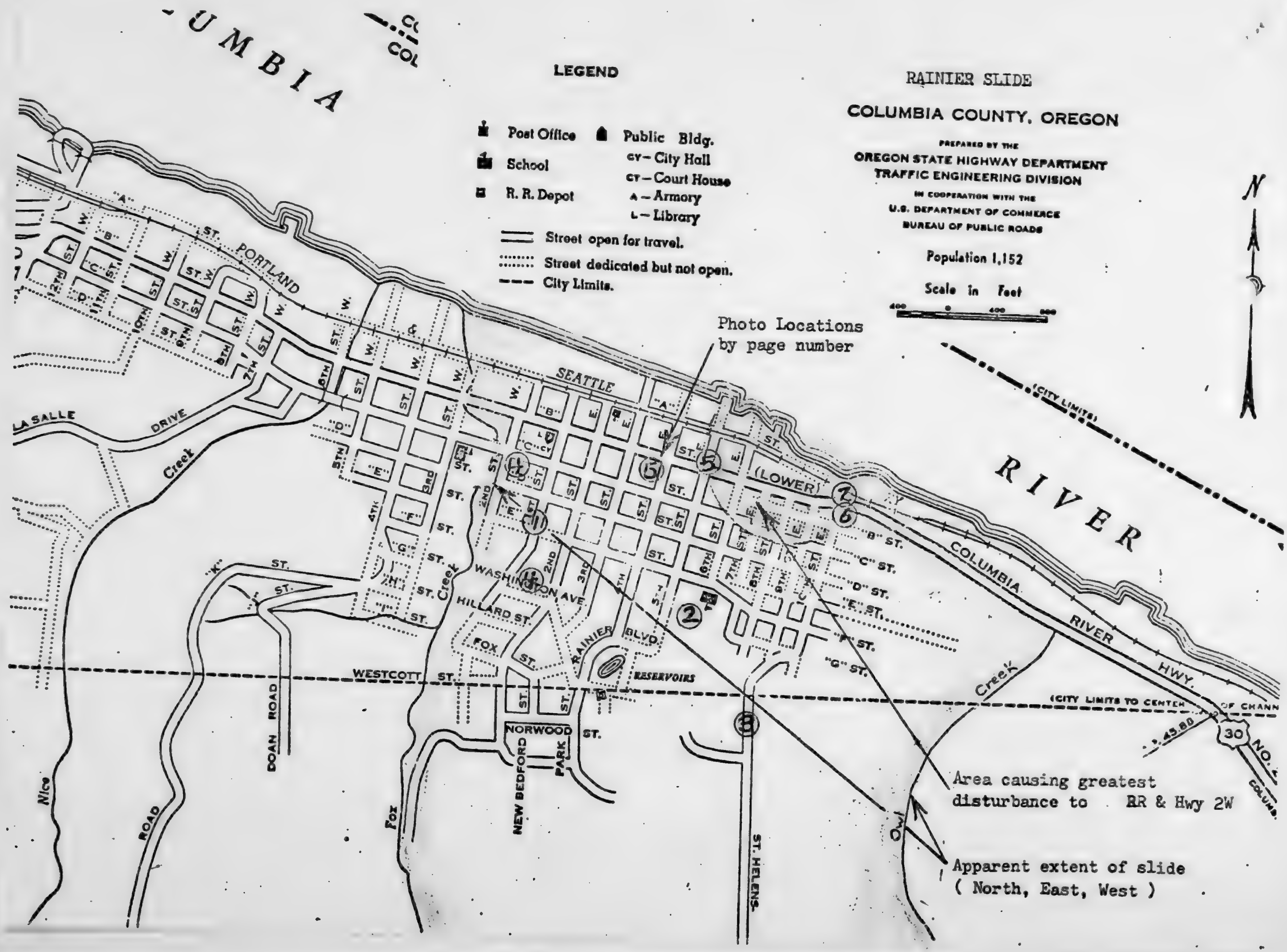
A brief history of the town of Rainier was obtained from Mr. Ralph Morgan. Mr. Morgan has lived in Rainier for 60 years and his parents lived there prior to 1900.

Initially, Rainier was located as a boat landing, a one-day canoe trip upstream from the fur trading town of Astoria. As steamboats began to ply the Columbia, a refueling dock was constructed. The old town was built on pilings at the river edge with houses, hotels, and stores connected by boardwalks. A wooden roadway was used to reach higher elevations. The logging industry helped the town grow. It was estimated that the area around Rainier has a hundred-year supply of trees. All the timber was cut in less than five years due to mechanized equipment. A mill had been built and a railroad and highway constructed during the boom. The town expanded to higher elevations.

According to Mr. Morgan, there was no catastrophic slide movement but homes were gradually destroyed over the years by ground movement. The material from these houses was often used to construct new houses.

The area adjacent to the river was filled from dredged material in the 1920's and 1930's but, according to Ed Richardson of the Corps of Engineers, no records were kept of disposal areas. Several thousand yards of dredge sand was placed as fill in 1959, 1963, and 1969. Mr. Morgan recalls an earthquake shortly after World War II which did damage to several homes east of Fox Creek, but no damage to his house which is west of Fox Creek. Mr. Morgan remembers no slide-related damage to houses west of Fox Creek, which fits with the existing evidence observed.

Rainier is built on the north slope of a hill and the apparent direction of the slide movement is north, toward the Columbia River. The hill also slopes toward the south, but the area is less populated and damage is not as obvious. The extent and direction of ground movement should be confirmed by sub-surface explorations.



RAINIER SLIDE

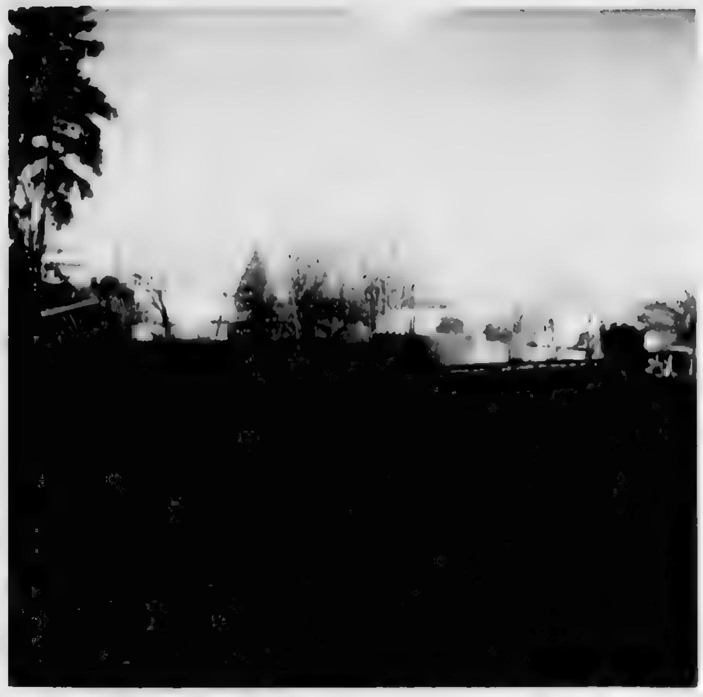
COLUMBIA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

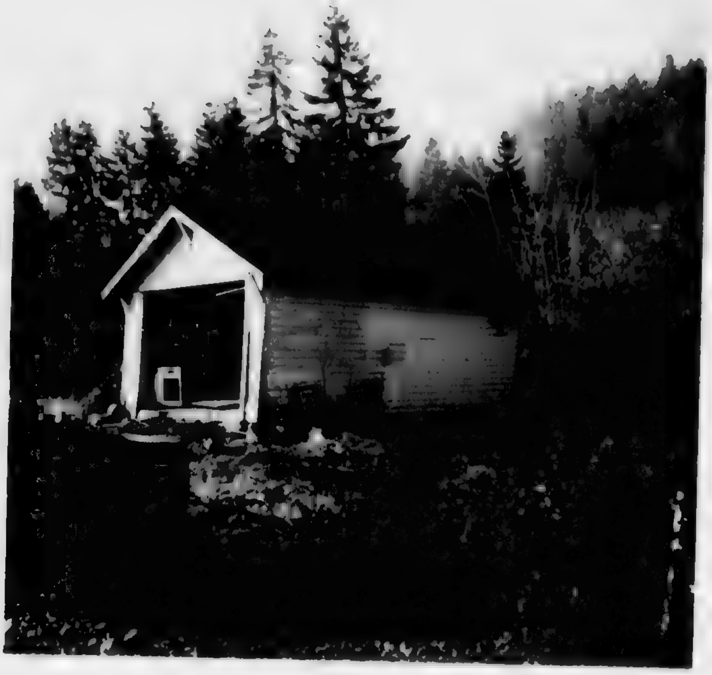
Population 1,152

Scale in Feet

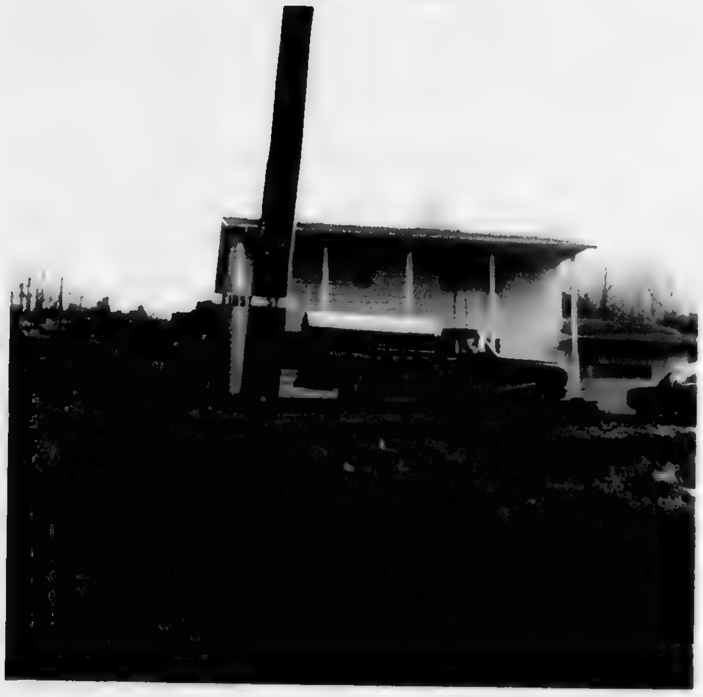
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
400
0
400
800
N
Photo Locations by page number
Area causing greatest disturbance to RR & Hwy 2W
Apparent extent of slide (North, East, West)
COLUMBIA RIVER
COLUMBIA RIVER HWY.
PORTLAND
SEATTLE
(LOWER)
LA SALLE DRIVE
Creek
DOAN ROAD
ROAD
Nice
Fox
Owl
WESTCOTT ST.
WASHINGTON AVE
HILLARD ST.
FOX ST.
RAINIER BLVD.
RESERVOIRS
NORWOOD ST.
NEW BEDFORD PARK
ST. HELENS
(CITY LIMITS)
(CITY LIMITS TO CENTER OF CHANN
30
43.80
2
5
6
7
8
11
13
15



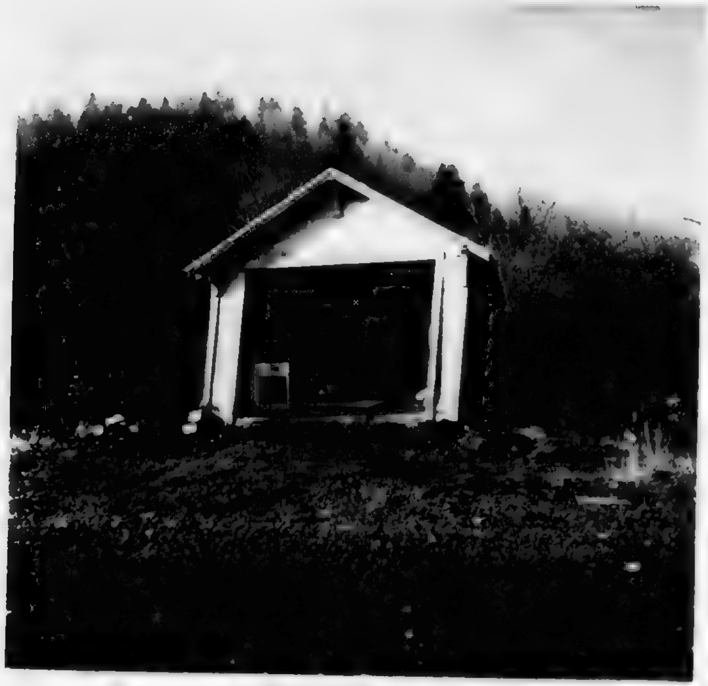
1



2



3



4

PICTURE DISCRIPTION : RAINIER SLIDE

On First street near "E" street.

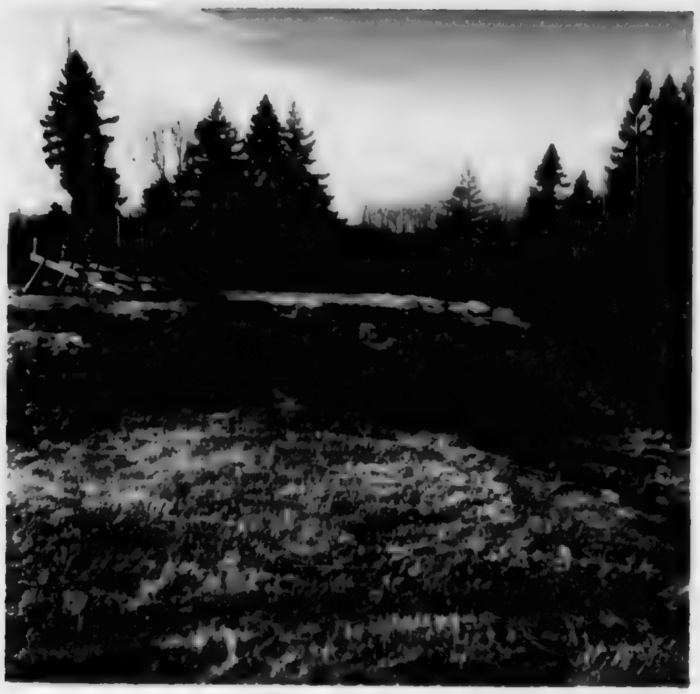
1. Looking west toward Fox creek, foundation of an apartment house removed in 1974 because of cracking.

2.,4. looking west, garage to the north of the above foundation showing displacement.

3. Looking east at new house built directly accross street from 1,2,4. note cut bank behind house.

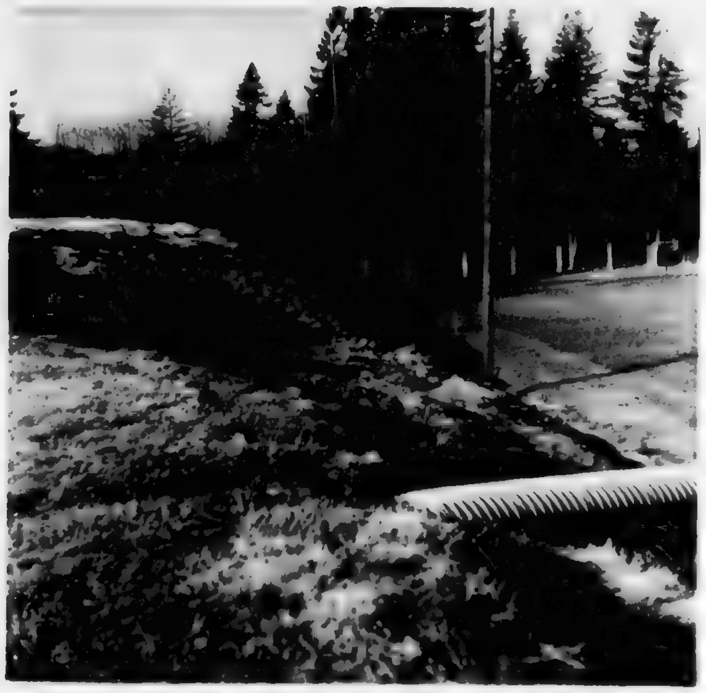
MAR • 75

1



MAR • 75

2



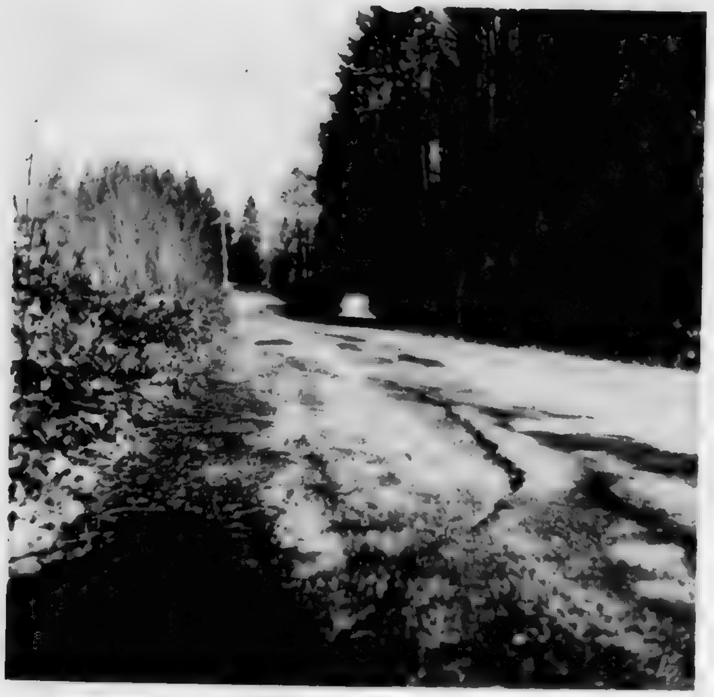
MAR • 75

3

PICTURE DISCRIPTION: RAINIER SLIDE

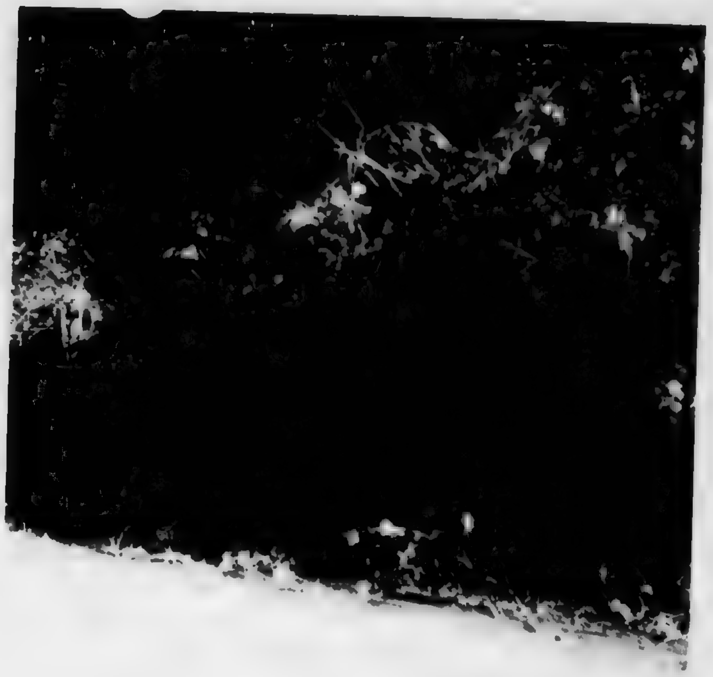
1. Rear of high school (no visible cracks)

2.3. Slope failure at south end of field (occured when attempt was made to enlarge field by cutting).



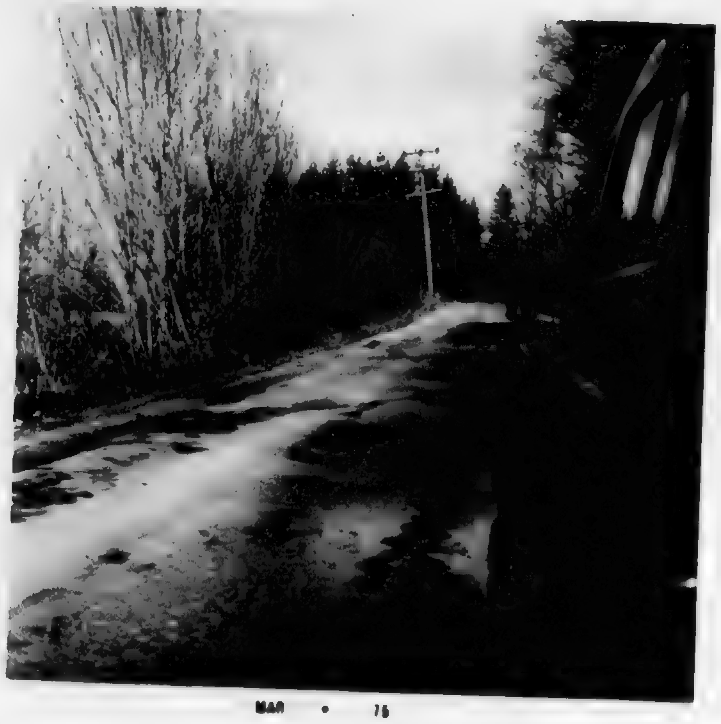
MAR • 75

1



MAR • 75

2



MAR • 75

3

PICTURE DISCRIPTION: RAINIER SLIDE

County road (Neer city road) also called (St.Helens- Rainier road).

1. Looking north. Note cracking on west edge.
2. Old retaining wall on east side of road.
3. Looking north. Note cracking on west lane & leaning pole.

1

2

3

4

PICTURE DESCRIPTION: RAINIER SLIDE

1.2. Old house on "C" street between First street & Second street. Note broken and displaced retaining wall & leaning trees (looking west on "C" street).

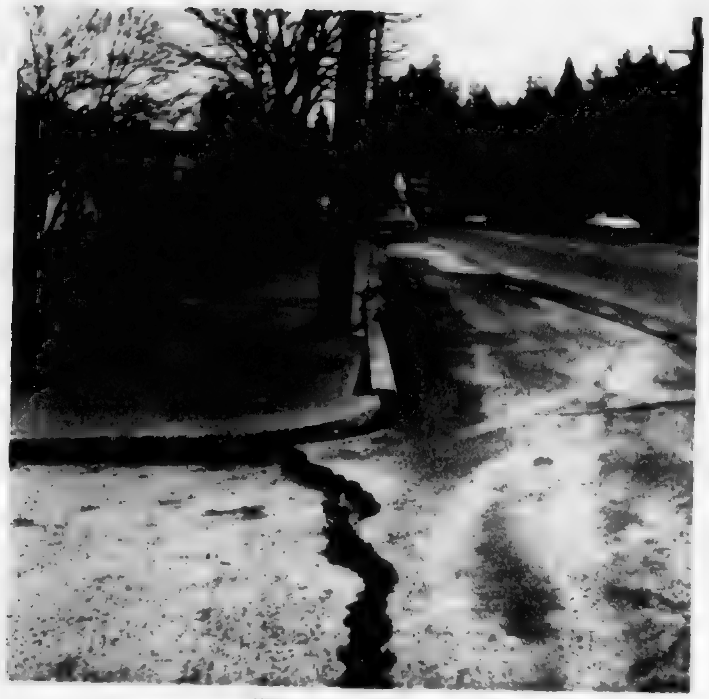
3,4. House on Second street near Washington Ave.. Note foundation shoring.

MAR • 75

1

MAR • 75

2



MAR • 75

3

MAR • 75

4

PICTURE DESCRIPTION: RAINIER SLIDE

1.2. Fifth street between "A" & "B" street looking north toward "A" street and the river. Note cracking & broken pavement and undulated curb.

3. Corner of Fifth and Hwy 2W. looking east. Note ofset curb.

4. Corner of Fourth and Hwy 2W. looking south. House was removed probably due to fire damage.

MAR • 75

1

MAR • 75

2

MAR • 75

3

MAR • 75

4

PICTURE DESCRIPTION: RAINIER SLIDE

1.2. Looking east on Hwy 2W. at area of patched pavement approx. Sta. 2406+00 to Sta.2409+00. Note crack in picture 2..

3. Same area looking west, toward Rainier.

4. House shown in pictures 1.2. at east end of patched area showing separation of chimney from house.

MAR • 75

1

MAR • 75

2

MAR • 75

3

MAR • 75

4

PICTURE DISCRIPTION: RAINIER SLIDE

1.2. Site of Mr. Chases' garage adjacent to area on page 7 on the north side looking west.

3.4. Curb in front of Mr. Chases' house. Broken and offset.

9598

File 2881

~~2875~~

~~R/W 2675~~

DEPARTMENT OF JUSTICE

Memorandum

TO: J. B. Boyd
Right of Way Engineer

DATE: September 17, 1976

FROM: Jack L. Sollis JLS
Assistant Attorney General

~~2872 = Rw 3209~~
File { 2881 - RW 3411
2875 - RW 2675

SUBJECT: L-7376
Merle J. Chase and Elaine C. Chase vs. State

This is an inverse condemnation case and so far as I know this is the first indication that we have that there would be a lawsuit filed.

I believe that it would be appropriate to work closely with whoever Les Hampton assigns to this case to have the property appraised and also to work through the local district engineers to find out exactly what the problem is:

I would also suggest that somebody be dispatched immediately to take photographs of the area so that we know exactly what the area looked like at the time this action was filed.

An engineering study should be made to determine that the property has been damaged by sliding caused by the Highway Division.

JLS:sjb
enclosure

RIGHT OF WAY SECTION
RECEIVED
SEP 20 1976
RE ARE FS RS
PMS AS CL CS FAO
LUE F

NOTED
J. J. VIDUCICH

9-23-76
ordered pix by
phone from J. Ozaki

9-22-76

CC Ed Hardt
KEN Rolfe — does this have a R/W File

L-131k
Served
9-16-76
Flechbuck Nepvoll
accepted
service
for
Gorko

RECEIVED
SEP 16 1976
LEGAL

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

MERLE J. CHASE and ELAINE C. CHASE,
husband and wife,
Plaintiff,

v.

OREGON STATE TRANSPORTATION COMMISSION
aka OREGON STATE HIGHWAY COMMISSION,
Defendant.

Number 22841

S U M M O N S

To: George M. Baldwin, Director, State Transportion Commission, 135 State Highway Building, Salem, Oregon, AND Attorney General, State Office Building, Salem, Oregon., Defendant.

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the Court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY! You must "appear" in this case or the other side will win automatically. To "appear" you must file with the Court a legal paper called a "motion", "demurrer" or "answer". This paper must be given to the Court within 20 (twenty) (days/~~weeks~~) along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it. If you have questions, you should see an attorney immediately.

ROBERT A. LUCAS, P.C.

By Robert A. Lucas
Attorney for Plaintiff
Post Office Box T
Rainier, Oregon 97048
Telephone: (503) 556-2121

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant, George M. Baldwin and Attorney General.

ROBERT A. LUCAS, P.C.

Robert A. Lucas
Attorney for Plaintiffs

CERTIFICATION

STATE OF OREGON)
) ss.
County of Columbia)

I, ROBERT A. LUCAS, plaintiff's attorney, do hereby CERTIFY that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is true and correct copy of said original.
Rainier, Oregon, dated this 13th day of September, 1976.

ROBERT A. LUCAS, P.C.

By Robert A. Lucas
Attorney for Plaintiffs

PROOF OF SERVICE WITHIN STATE OF OREGON UPON DEFENDANT(S).

STATE OF OREGON)
) ss.
County of ____________)

I, ________________________, being first duly sworn, depose and say: That I am and at all times hereinafter mentioned, was a competent person over the age of 18 years and not a party to or an attorney in the above entitled cause; that I received the foregoing summons for service on the _____ day of ________________, 19_____, that I am a resident of the state of Oregon; that I served said summons on the said defendant, ________________________, on the _____ day of ________________, 19_____, within said county and state, by then and there personally delivering to and leaving with the said defendant, personally and in person, a copy of said summons together with a copy of the complaint therein referred to; each such copy so served was prepared and certified to be a true copy of the original thereof by attorney for plaintiff in said Court and cause, and that such person so served is the identical one named as defendant in said cause.

____

Subscribed and sworn to before me this _____ day of ____________, 19_____.

____
Notary Public for Oregon
My Commission Expires: ____________

9578

7-[illegible]-76

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF COLUMBIA

MERLE J. CHASE and ELAINE C. CHASE, husband and wife, Plaintiffs, v. OREGON STATE TRANSPORTATION COMMISSION, aka OREGON STATE HIGHWAY COMMISSION, Defendant.	No. 22841 COMPLAINT

Come now plaintiffs and for cause of action against the defendant allege as follows:

I.

At all times herein mentioned defendant was a state agency of the State of Oregon responsible for locating, relocating, constructing, reconstructing, maintaining and improving all state highways and operating a state highway system, all within the State of Oregon.

II.

At all times herein mentioned plaintiffs owned the following real property located at 645 East "B" Street, Rainier, Columbia County, Oregon, more particularly described on Exhibit "A" attached hereto and by this reference incorporated herein. That said land is located immediately North of the Columbia River Highway, also known as Highway 30, near the Easterly city limits of the City of Rainier.

ROBERT A. LUCAS, P.C.
ATTORNEY AT LAW
POST OFFICE BOX T
RAINIER, OREGON 97048
TELEPHONE (503) 556-2121

III.

At all times mentioned herein said Columbia River Highway was a state highway within the state highway system under the control and authority of defendant.

IV.

That defendant, adjacent to plaintiffs' property described herein, improperly constructed, reconstructed, improved and maintained said Columbia River Highway which as a direct and proximate result caused plaintiff's property to shake, to settle, to slide down the hill, and to be unsafe for their continued residential use. That said action of defendant has caused the damage herein within the past ten years on a continuing basis with it becoming more intense since 1970 and the greatest damage occuring in the past three years.

V.

That as a result of the actions of defendant, plaintiffs' land is now valueless and has been taken by the state without just compensation. That the true value of said property taken and the damage resulting from the taking is the sum of $29,500.

WHEREFORE, plaintiffs pray for judgment against defendant in the sum of $29,500 and for their costs and disbursements to include a reasonable attorney fee necessarily incurred herein.

ROBERT A. LUCAS, P.C.

By ROBERT A. LUCAS
Of Attorneys for Plaintiffs

EXHIBIT "A"

Parcel 1: **Beginning at a point which** is the Northeast corner of that property as deeded to Minnie Lindeman by the Rainier Development Co., recorded in Book 28, page 194, Columbia County Deed Records, said point also being South 65°33'30" East, 299.0 feet from the intersection of the Southerly right of way line of the S. P. & S. Railroad with the East line of Block 6, City of Rainier, as per plat on file and of record in the County Clerk's office; thence along the said Southerly right of way line of the S. P. & S. Railroad South 65°33'30" East a distance of 238.57 feet; thence South 65°59½' East a distance of 87.03 feet to the Northeast corner of that property as deeded to Minnie Lindeman by the State of Oregon and recorded in Book 61, page 248, Deed Records; thence South 15°21' West a distance of 61.86 feet to the Northerly right of way line of the Columbia River Highway and the Southeast corner of said Lindeman tract as described in Book 61, page 248, Deeds; thence along said right of way as follows: North 83°54' West a distance of 85.55 feet; thence North 84°14' West a distance of 12.79 feet; thence South 80°36' West a distance of 75.35 feet; thence North 82°50' West a distance of 53.15 feet; thence North 86°36' West a distance of 152.43 feet to the extension Southerly of the West line of said Minnie Lindeman property as recorded in Book 28, page 194; thence North 15°21' East a distance of 168.20 feet to the point of beginning. Excepting therefrom the following:

Beginning at the Northwest corner of Block 5, Dobbins Addition to the City of Rainier; thence South 74°39' East along the Northerly line of said Block 5, a distance of 30.0 feet; thence South 15°21' West a distance of 18.3 feet to the Northerly line of the existing highway right of way; thence North 74°39' West along said Northerly line a distance of 30.0 feet to the Westerly line of said Block 5; thence North 15°21' East along said Westerly line a distance of 18.3 feet to the point of beginning.

VERIFICATION

STATE OF OREGON, County of Columbia, ss.

I, Merle J. Chase, and I, Elaine C. Chase being first duly sworn, say that I am the plaintiffs and that the foregoing Complaint is true as I verily believe.

Merle J. Chase   Elaine C. Chase

Subscribed and sworn to before me this 8th day of September, 1976.

Stephen D. Petersen
Notary Public for Oregon
My Commission Expires: 3-9-80

CERTIFICATE - TRUE COPY - WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of Complaint is a correct copy of the original. That the said Complaint in my opinion is well founded in law.

Dated September 8, 1976.

Robert A Lucas
Attorney for Plaintiffs

MAILING

I hereby certify that I served the foregoing ______________ ______________ on ______________ attorney(s) for ______________ on ______________, 19__, by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit: ______________ and deposited in the post office at ______________, Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U.S. Mail.

Dated ______________, 19____.

____
Attorney for ______________

ROBERT A. LUCAS
Professional Corporation
Attorney at Law
Post Office Box T
Rainier, Oregon 97048
(503) 556-2121

COPY

4B-24-22 2881

WARRANTY DEED

This Indenture Witnesseth, That we, MINNIE LINDEMAN and L. B. LINDEMAN, wife and husband, grantors, for the consideration of the sum of THREE HUNDRED THIRTY-SIX and 52/100 ($336.52) DOLLARS to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit:

A parcel of land lying in the City Limits of Rainier, Oregon, and situated in the Francis M. & Elizabeth D. Warren D. L. C. No. 42, Township 7 North, Range 2 West, W. M., said parcel being a portion of that certain piece of property described in deeds to Minnie Lindeman as recorded in Book 41, page 274, Book 29, page 153, and Book 28, page 104, Deed Records of Columbia County, Oregon, said parcel of land being more particularly described as follows:

Beginning at the intersection of the southerly extension of the said Lindeman westerly property line with the 1935 relocated center line of the Columbia River Highway; said intersection being South 15° 21' West a distance of 42.42 feet and North 74° 39' West a distance of 11.75 feet from the northwest corner of Block 5, Dobbin's Addition to the City of Rainier, Oregon; thence along said highway center line as follows: on a 1910 foot radius curve left (the long chord of which bears South 80° 34' East) a distance of 105.31 feet; thence on a spiral curve left (the long chord of which bears South 82° 50' East) a distance of 53.80 feet to Engineer's Station 635+77.14; thence North 6° 34' East a distance of 30.0 feet to a point on the existing 30 foot right of way line; thence Northwesterly parallel to and 30 feet distant from the said relocated center line as follows: on a spiral curve right (the long chord of which bears North 82° 50' West) a distance of 53.15 feet; thence on a 1830 foot radius curve right (the long chord of which bears North 80° 38' West) a distance of 101.43 feet to the westerly line of said property; thence South 15° 21' West along said westerly property line and/or its southerly extension a distance of 30.09 feet to the point of beginning. Except that parcel of land deeded to C. R. Hallberg et al, and recorded in Volume 41, Pages 16 and 274 of Deed Records of said County.

The parcel of land to which this description applies, contains approximately 4704 square feet, of which 3618 square feet lies within the existing right of way; net new area 1086 square feet.

Together with a perpetual right and easement to construct, maintain, repair and have free access to all slopes of cuts or fills upon the property of the grantors, outside of and adjoining the property herein conveyed, occasioned by or resulting from the construction, operation, or maintenance of a public highway and its appurtenances, upon the following described premises, to-wit:

Beginning at a point on the west line of said property; said point being 40.88 feet northerly from the intersection of the original right of way line of the Columbia River Highway and the west line of said property; thence southerly along said west line a distance of 85 feet to a point which is 30 feet distant from (when measured at right angles to) the relocated center line of said highway; thence northeasterly parallel to and 30 feet distant from said relocated center line a distance of 105 feet, more or less, to a point opposite Engineer's center line Station 636+25; thence northwesterly a distance of 107 feet, more or less, to the point of beginning.

unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit:

A parcel of land lying in the City Limits of Rainier, Oregon, and situated in the Francis M. & Elizabeth D. Warren D. L. C. No. 42, Township 7 North, Range 2 West, W. M., said parcel being a portion of that certain piece of property described in deeds to Minnie Lindeman as recorded in Book 41, page 274, Book 29, page 153, and Book 28, page 104, Deed Records of Columbia County, Oregon, said parcel of land being more particularly described as follows:

Beginning at the intersection of the southerly extension of the said Lindeman westerly property line with the 1935 relocated center line of the Columbia River Highway; said intersection being South 15° 21' West a distance of 42.42 feet and North 74° 39' West a distance of 11.75 feet from the northwest corner of Block 5, Dobbin's Addition to the City of Rainier, Oregon; thence along said highway center line as follows: on a 1910 foot radius curve left (the long chord of which bears South 80° 34' East) a distance of 105.31 feet; thence on a spiral curve left (the long chord of which bears South 82° 50' East) a distance of 53.80 feet to Engineer's Station 635+77.14; thence North 6° 34' East a distance of 30.0 feet to a point on the existing 30 foot right of way line; thence Northwesterly parallel to and 30 feet distant from the said relocated center line as follows: on a spiral curve right (the long chord of which bears North 82° 50' West) a distance of 53.15 feet; thence on a 1880 foot radius curve right (the long chord of which bears North 80° 36' West) a distance of 101.43 feet to the westerly line of said property; thence South 15° 21' West along said westerly property line and/or its southerly extension a distance of 30.09 feet to the point of beginning. Except that parcel of land deeded to C. R. Hallberg et al, and recorded in Volume 41, Pages 16 and 274 of Deed Records of said County.

The parcel of land to which this description applies, contains approximately 4704 square feet, of which 3618 square feet lies within the existing right of way; net new area 1086 square feet.

Together with a perpetual right and easement to construct, maintain, repair and have free access to all slopes of cuts or fills upon the property of the grantors, outside of and adjoining the property herein conveyed, occasioned by or resulting from the construction, operation, or maintenance of a public highway and its appurtenances, upon the following described premises, to-wit:

Beginning at a point on the west line of said property; said point being 40.88 feet northerly from the intersection of the original right of way line of the Columbia River Highway and the west line of said property; thence southerly along said west line a distance of 35 feet to a point which is 30 feet distant from (when measured at right angles to) the relocated center line of said highway; thence northeasterly parallel to and 30 feet distant from said relocated center line a distance of 105 feet, more or less, to a point opposite Engineer's center line Station 636+25; thence northwesterly a distance of 107 feet, more or less, to the point of beginning.

Posted on Maps
5/24/37
JHR

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; that they are free from all incumbrances

and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 7 day of April, 1937.

Done in presence of:

Minnie Lindeman [SEAL]
J B Lindeman [SEAL]

997

Form 191—1M—5-36

WARRANTY DEED

FROM

MINNIE LINDEMAN ET VIR

TO

STATE OF OREGON
BY AND THROUGH ITS
STATE HIGHWAY COMMISSION

STATE OF OREGON,
County of Col } ss.

I certify that the within was received at .... o'clock ...... m. on the 27 day of April, 1937, and duly recorded by me in Col County Records, Book of Deeds, Volume 60, Page 357.

.... County Clerk or Recorder

By ...., Deputy

STATE PRINTING DEPT.

STATE OF OREGON,
County of ~~Clatsop~~ Columbia } ss.

On this 7 day of April, 1937, personally came before me, a Notary Public in and for said county and state, the within named MINNIE LINDEMAN and J. B. LINDEMAN, her husband, ~~his wife~~

successors and assigns, that we are the owners in fee simple of said premises; that they are free from all incumbrances

and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 7 day of April, 1937.

Done in presence of:

Minnie Lindeman [SEAL]
J B Lindeman [SEAL]

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Form 191—1M—5-36

WARRANTY DEED

FROM

MINNIE LINDEMAN ET VIR

TO

STATE OF OREGON
BY AND THROUGH ITS
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I certify that the within was received at .... o'clock .... m. on the 27 day of April, 1937, and duly recorded by me in Col County Records, Book of Deeds, Volume 60, Page 357

County Clerk or Recorder

By ...., Deputy

STATE PRINTING DEPT.

STATE OF OREGON,
County of ~~Clatsop~~ Columbia } ss.

On this 7 day of April, 1937, personally came before me, a Notary Public in and for said county and state, the within named MINNIE LINDEMAN and J. B. LINDEMAN, her husband, ~~[illegible]~~ to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Seal

Fred W. Herman
Notary Public for Oregon

My commission expires July 26, 1940.

File No.....................

OREGON STATE HIGHWAY COMMISSION

FINAL REPORT ON REAL PROPERTY NEGOTIATIONS

Purpose of purchase R/W & settlement of slide claim.

Name of owner I. B. Lindeman & Minnie Lindeman

Mail address Rainier, Oregon.

Location of property Rainier section of Lower Columbia River Highway in Columbia County.

Section ...., Twp. ...., Range ....

Section ...., Twp. ...., Range ....

How does taking of property affect balance of grantor's property? Takes small amount of frontage. Most of the settlement is for damage done to house by reason of slide.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residence property.
(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of sheet if necessary.)

For R/W an exchange of land		
For moving a barn.	$25.00	
For rehabiliting house	311.52	$336.52

General remarks This settlement was arrived at at a meeting with Mr. Lindeman, Mr Eason and myself and appeared to be entirely fair to the State and the owner.
(Give such general explanation as you desire to support settlement)

How is evidence of title to be handled? ....

Settlement recommended:

J W DeVorze .... Date 3-8-37

Signed: C. L. Dardine
Right of Way Agent

.... Date ....

Dated: March 1937

.... Date ....

STATE PRINTING DEPT.

File No. ....

OREGON STATE HIGHWAY COMMISSION

REPORT ON REAL PROPERTY TITLE

..........Rainier.......... Section of ..Lower Columbia River.......... Highway,

in ....Columbia.......... County, Oregon.

Names of legal owners ....Minnie Linde~~r~~man..........

....

Description of property: (Give description by which grantor holds title together with recording reference).

A ....Bargain & Sale.......... deed executed by ..Rainier Development Co., a corporation

.... to ....Minnie Linde~~r~~man..........,

dated the ....29th.... day of ....August.........., ...1919...., recorded the ....8th....

day of ....August...., ...1919...., in Vol. ....28...., page ....194...., deed records of

....Columbia.......... County, Oregon, conveys:

Beginning at a point on the South line of the S.P.& S. R. R. R/W, and 299 feet East of the East line of Block 6 of Rainier, running thence South 15° 39' 30" West 134.1 feet; thence South 69° 24' 30" West 154.5 feet to the North R/W line of the Columbia River Highway; thence in an Easterly direction along the North R/W line of said Highway, 73.6 feet; thence North 15° 39' 30" East 76.3 feet to the South line of the S.P.& S. R.R. R/W; thence in a westerly direction along the South R/W line of S.P.& S. R.R. to point of beginning.

A quitclaim deed dated 8-26-1919, recorded 3-31-1920, in Vol. 29, page 153, deed records of Columbia County, Oregon, executed by Mary W. Newsome and husband, W. E. Newsome to Minnie Linderman, conveys: All the land lying between the Columbia River Highway and the land now owned by Minnie Linderman, on which is her present residence, in Dobbins Addition to the City of Rainier.

A quitclaim deed dated 5-13-1924, recorded 4-23-1920, in Vol. 41, page 274, deed records of Columbia County, Oregon, executed by H. N. Blumensaadt and C. R. Hallberg to Minnie Lindeman, conveys: That part of Block 5 in Dobbins Addition to the Town of Rainier, lying North of the Columbia River Highway, excepting therefrom, the West 30 feet fronting the said Highway.

Liens or encumbrances: (Give statements of all mortgages, leases, judgments, liens, lis pendens, and other items affecting the title).

No liens or encumbrances

Date county records examined 4-9-1936

Basis of examination Personal examination of the Columbia County records by I. M. Schannep

Approval recommended April 16, 1936

Signed I. M. Schannep
Title Examiner

Approved April 16, 1936

I. H. VanWinkle
Attorney General

DESCRIPTION

A parcel of land lying in the City Limits of Rainier, Oregon, and situated in the Francis M. & Elizabeth D. Warren D. L. C. No. 42, Twp. 7 North, Range 2 West, W. M., said parcel being a portion of that certain piece of property described in deeds to Minnie Lindeman as recorded in Book 41, page 274, Book 29, page 153 and Book 28, page 194, Deed Records of Columbia County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the southerly extension of the said Lindeman westerly property line with the 1935 relocated center line of the Columbia River Highway; said intersection being South 15° 21' West a distance of 42.42 feet and North 74° 39' West a distance of 11.75 feet from the northwest corner of Block 5, Dobbin's Addition to the City of Rainier, Oregon; thence along said highway center line as follows: on a 1910 foot radius curve left (the long chord of which bears South 80° 34' East) a distance of 105.31 feet; thence on a spiral curve left (the long chord of which bears South 82° 50' East) a distance of 53.80 feet to Engineer's Station 635+77.14; thence North 6° 34' East a distance of 30.0 feet to a point on the existing 30 foot right of way line; thence northwesterly parallel to and 30 feet distant from the said relocated center line as follows: on a spiral curve right (the long chord of which bears North 82° 50' West) a distance of 53.15 feet; thence on an 1880 foot radius curve right (the long chord of which bears North 80° 36' West) a distance of 101.43 feet to the westerly line of said property; thence South 15° 21' West along said westerly property line and/or its southerly extension a distance of 30.09 feet to the point of beginning. Except that parcel of land deeded to C. R. Hallberg et al, and recorded in Volume 41, pages 16 and 274 of deed records of said County.

The parcel of land to which this description applies, contains approximately 4704 square feet, of which 3618 square feet lies within the existing right of way; net new area 1086 square feet.

Together with a perpetual right and easement to construct, maintain, repair and have free access to all slopes of cuts or fills upon the property of the grantors, outside of and adjoining the property herein conveyed, occasioned by or resulting from the construction operation, or maintenance of a public highway and its appurtenances, upon the following described premises, to-wit:

Beginning at a point on the west line of said property; said point being 40.88 feet northerly from the intersection of the original right of way line of the Columbia River Highway and the west line of said property; thence southerly along said west line a distance of 35 feet to a point which is 30 feet distant from (when measured at right angles to) the relocated center line of said highway; thence northeasterly parallel to and 30 feet distant from said relocated center line a distance of 105 feet more or less to a point opposite engineer's center line station 636+25; thence northwesterly a distance of 107 feet more or less to the point of beginning.

OREGON STATE HIGHWAY COMMISS

Highway Columia River Section Rainer Grantor Minnie & IB.Lindeman

REAL ESTATE OPTION

IN CONSIDERATION OF one DOLLARS ($ 1.00), receipt whereof is hereby acknowledged, we, the undersigned, hereby give and grant to the State of Oregon, through its State Highway Commission, the option to buy the following described real estate in Columbia County, State of Oregon, to wit:

[redacted]

The State Highway Commission shall have the right to close this option at any time within six months from date hereof, and we agree to execute to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances. It is further understood and agreed that we will not furnish proof showing title to be perfect, in a form satisfactory to the State, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the State, the undersigned shall be paid the sum of ------Twenty five------ DOLLARS ($ 25.00) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, and it is expressly understood that the State shall not be obligated further than here stated: The State will deed the following property to the Grantors;Beginning at a point which is 30.feet distant northerly from (when measured at right angles to) station 635+90,thence to a point wgich is 40.0 feet distant from(when measured at right angles to)station 635+00,thence parallel to the center line of said highway 100 feet,thence northly to the southerly right of way line of the SPS RR thence along said right of way to the westerly line of said Lindemen property to the northerly right of way line of the old highway thence along said right of way to the place of beginnir containing about 9600 sq.ft... It is understood that the cedar tree at approx.station 635+90 will be left in place.

In the event that this option is closed we, the undersigned, agree to promptly remove from within the limits of the real property herein covered the following items, at our own cost and expense and as part of the purchase price hereinabove stated:

Remove Barn, any flowers, shrubs, trees or flowering plants that are in the right of way by February 28th, 1936

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances or other items are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, and in the event that either or any of the same are injured, damaged, or destroyed, the price herein agreed to be paid shall be reduced accordingly. In the event that insurance is carried thereon the same shall inure to the benefit of the State.

In the event that this option is exercised the said sum of $ XXXX shall apply upon the said purchase price. The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State of Oregon or of the State Highway Commission shall be binding on, or of any effect against, the State or the State Highway Commission.

Dated this 24th day of January, 1936

Witnesses:

C W Parker

C W Parker

J B Lindeman [SEAL]

Minnie Lindeman [SEAL]

[SEAL]

STATE OF OREGON,
County of Columbia } ss.

On this 24 day of January, 1936, before me, a notary public in and for said county and state, personally appeared the within named I.B.Lindeman, and Minnie Lindeman, his wife, to me known to be the identical persons described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and seal on this the day and year last above written.

Notary Public for Oregon

My commission expires Oct.2,1937

Agent C.W.Parker

Purpose of Acq. Right of Way

March 17, 1937

Mr. I. B. Lindeman
Rainier, Oregon

Dear Sir:

Herewith we hand you fully executed copy of agreement between the State Highway Commission and yourself relative to right of way and damages affecting your property in the vicinity of Station 635+77.14 on the Lower Columbia River Highway at Rainier.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW

AGREEMENT

THIS AGREEMENT, made and executed this 10th day of march, 1937, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State", party of the first part, and I. B. LINDEMAN and MINNIE LINDEMAN, husband and wife, hereinafter called "Owners", parties of the second part;

WITNESSETH:

THAT WHEREAS, heretofore State, in the construction of the Rainier section of the Lower Columbia River Highway, has constructed a highway embankment adjoining the property of the Owners in the city limits of Rainier, Oregon, and situated in the Francis M. and Elizabeth D. Warren D. L. C. No. 42, Township 7 North, Range 2 West, W. M., in Columbia County, in the vicinity of Engineer's Station 635+77.14; and

WHEREAS, the construction of the said embankment caused a movement in the adjacent land and terrain which resulted in damage to the house of Owners, which said damage is estimated by the parties hereto at and in the amount of $311.52; and

WHEREAS, Owners heretofore, to-wit: on the 24th day of January, 1936, made, executed, and delivered to State an option whereby Owners were to convey a parcel of land having a net new area of 1086 square feet, together with a slope easement appurtenant thereto; and

WHEREAS, the State agreed to convey to Owners a certain parcel of land, as set out and described in said option, and the Owners agreed to remove certain items within the right of way; and

WHEREAS, it now is desired to finally settle and close all questions relating to damage to Owners' property and to complete the things anticipated to be done under the terms of the said option;

NOW, THEREFORE, IT IS MUTUALLY AGREED by and between the parties hereto as follows:

1. That State shall pay to Owners the sum of $311.52, which said payment shall operate as full and complete compensation for all damages of every nature whatsoever, by reason of the State's construction, reconstruction, operation, and maintenance of a highway in the vicinity of Owners' property, including construction, reconstruction, operation, and maintenance of a highway and appurtenances upon the tract of land, and the slope easement appurtenant thereto, to be granted and conveyed to State under the terms of the said option dated January 24, 1936, and upon payment thereof the State of Oregon, the State Highway Commission, and their engineers, officers, agents, employes, and contractors shall be freed and absolved of any responsibility or liability in the premises of any nature whatsoever.

2. That the transaction between State and Owners under the said option of January 24, 1936, shall be carried out and completed by and between the State and Owners in accordance with the terms thereof, including the execution and delivery of all necessary deeds or other instruments in order to effect the settlement, and that upon the completion of the said transaction State shall pay to Owners an additional and further sum of $25.00, the said sum of $25.00 being the consideration named in the said option.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names and affixed their seals the day and year first above written.

ATTEST:

H B Glaisyer
Secretary

APPROVED:

State Highway Engineer

STATE OF OREGON, by and through its
State Highway Commission

By Henry F Cabell
As Chairman

By ______________
As Commissioner

By F L TouVelle
As Commissioner

Executed in the presence of:

Lewis K. Wallin

F. J. Tucker

D B Linderman (SEAL)

Minnie Linderman (SEAL)

Parties of the Second Part

JWD:AW
1/29/37

FORM 2-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. A[illegible]RICH, PENDLETON
F. L. TOU[illegible]ELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Rainier, Oregon
February 4, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB [illegible]
LEGAL DEP'T

Mr. C. L. Gardiner
Right of Way Agent
Oregon State Highway Comm.
Multnomah Hotel
Portland, Oregon

Dear Cliff:-

You failed to enclose letter, so do not know what change should have been made in Mr. Lindeman's deed.

Have handed him a copy of the agreement so that he may have it examined if he wishes.

Awaiting your reply with enclosures, I remain

Very truly yours,

C. D. Haynes
Resident Engineer

P.S.- Before I got this letter out of the office, Mr. Lindeman came in with objections to the agreement.

On Page 2 Paragraph 1 Line 3 the words "and future", and on Line 11 the word "further" which he wants left out or changed so that the state will be liable for future damage.

Am enclosing a copy of the agreement showing the words in question underscored.

C. D. H.

OREGON STATE HIGHWAY COMMISSION

DAILY REPORT ON RIGHT OF WAY NEGOTIATIONS

Portland Jan. 27, 1937

Name of legal owner I. B. Lindeman Address Rainier, Oregon.

Location of property Rainier section Lower Columbia River Hwy. Columbia County.
(Give Highway, County, and distinguishing designation of location)

Report* This owner has a home located at the edge of a large fill made last year in reconstructing the highway at this point. After the fill was made a land movement was started which has wracked his house so that there has been considerable damage done and he has been quite anxious to have a settlement made. At the time the R/W option was taken there was to have been an exchange of land titles between himself and the State, the only money consideration being $25.00 for the destruction of a barn which was on the R/W. He has not yet signed his deed as he wanted the whole matter settled. Today with Mr. Eason I called upon Mr. Lindeman and an estimate of the cost of the proposed work was made and checked XXXXX I believe the amount arrived at was very fair and this was confirmed by Mr. Eason. $311.52. If an agreement can be drawn for Mr. Lindemans signature which will give this amount of money to him it will satisfy him and he will take entire responsibility for anything that might occur in the future and the State will be freed of all further responsibility. The above amount will be in addition to the $25.00 which appears in the option taken by Mr. Parker. Mr. Eason will be able to explain any points that are not made plain here. I would suggest that this agreement be prepared as soon as possible.

REFERRED
TO [illegible]
FOR Return file
J.W. DE SOUSA

C. L. Bardine
Right of Way Agent

Address

Until

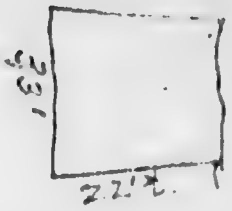
RECEIVED
JAN 2[illegible] 1937
LEGAL DEPT

---

* Give persons interviewed; place of interview; result of interview, as well as any other steps taken incidental to closing the transaction, such as involve options, abstracts, deeds, vouchers, mortgages, etc. Make a separate report for each property. Particularly state any promises made or received.

Rainier, Oregon

January 9, 1937



ESTIMATION on material and labor for the I. B. Lindeman residence on highway

EXCAVATE south wall, also 22 ft. on ~~south~~ east wall

CONCRETE wall 6" thick, south wall; also 22 ft. on east wall

STEEL for reinforcing these walls

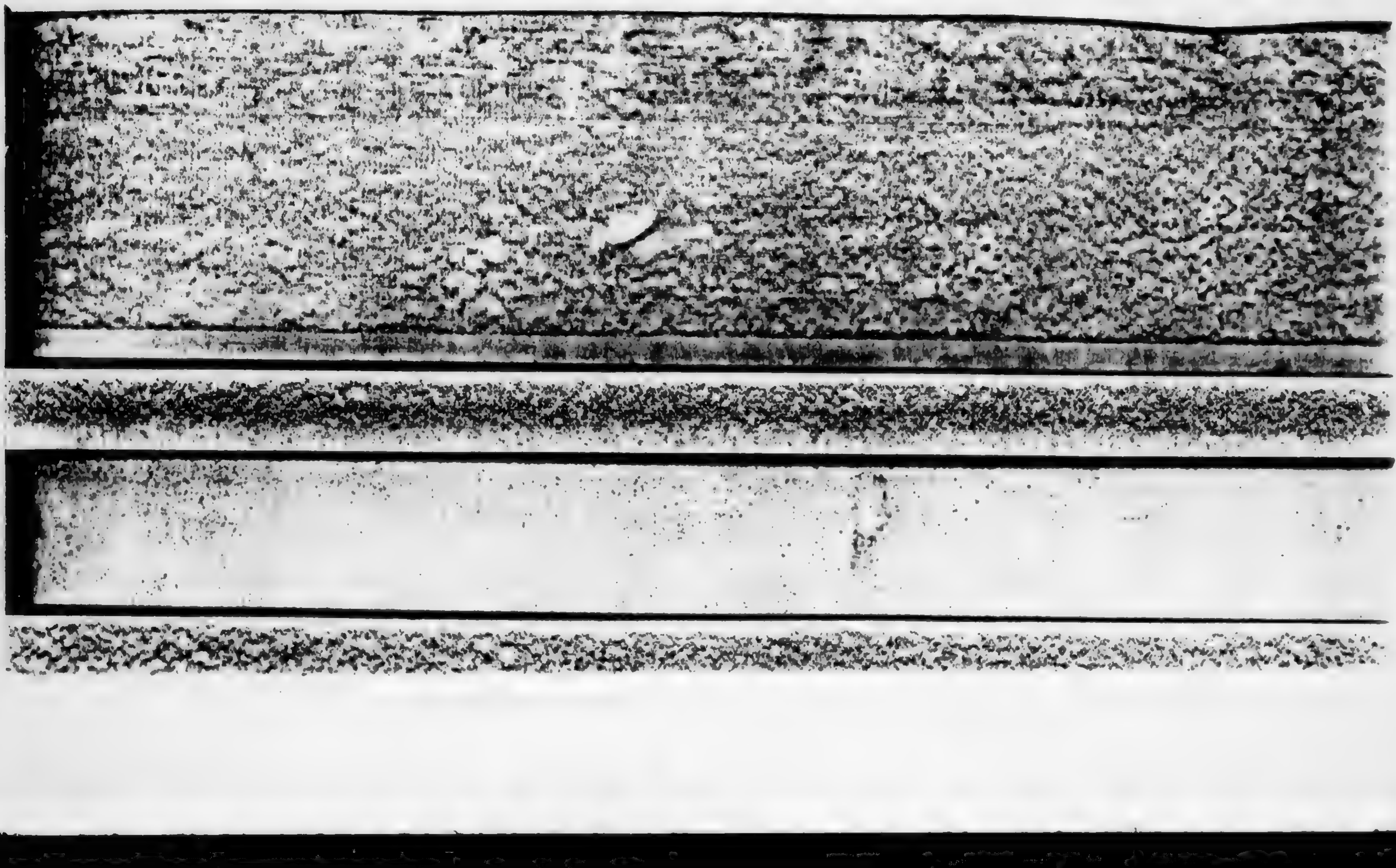
CONCRETE footing west wall 6" X 12" X 6"

STRAIGHTEN West wall, cut off posts, excavate for footings, jack up and level house, place new posts, if needed, labor and material

55' 4" [illegible] tile @.185 in place

2 yds rock @2.75

Total	$297.50
	8.52
	5.50
	311.52



OREGON STATE HIGHWAY COMMISSION

DAILY REPORT ON RIGHT OF WAY NEGOTIATIONS

Sept. 12, 1936., 193

Name of legal owner Minnie Lindeman. Address Rainer, Oregon.

Location of property Lower Columbia River Highway, Columbia County, Rainier section.
(Give Highway, County, and distinguishing designation of location)

Report* When in Rainier re getting deed signed for right of way XXXXXX on Sept. 9th Mr. Lindeman refused to sign the deed because of the serious sliding condition that has developed around his house. I went over the place in company with Mr. Haynes, State highway Engineer, and Mr. Lindeman. The ground has cracked all around the house, and obvious settmement has taken place. One porch post is now about 6 inches off it's base; the earth at the basement walls on the north has settled away about six inches lower than normal; concrete walks and basement floor have cracks; north wall of house is settling so difficulty is being experienced with closing doors; cracks in the ground extending for 50 to 70 feet in length and of a depth of several feet are all around the north side of the house.

The State has had difficulty with the new fill just north of this property, the fill settling several feet, and apparently causing the adjacent ground to start moving. Work is now being done to attempt to drain the ground by tunnels, but it is too early to say what success will be had. Mr. Haynes expressed the opinion to me privatley tha t he anticipated more trouble with the Lindeman place when the rains start. Mr. Lindeman seemed to be very decent in his attitude. He discussed the situation without rancor, merely expressing the opinion that he felt that something should be done to remedy the existing condition. I made no offer of any kind as it is very difficult to say just what should be done. It might be of some help to lessen the future damage if some arrangement is made to to raise the sagging north wall by jacks. I didn't say anything to this effect to Mr. Lindeman, nor any promise or committment as I didN't know just what the liability is on the part of the State.

Edward E. Bentley
Right of Way Agent

Address

Until

---

* Give persons interviewed; place of interview; result of interview, as well as any other steps taken incidental to closing the transaction, such as involve options, abstracts, deeds, vouchers, mortgages, etc. Make a separate report for each property. Particularly state any promises made or received.

9598

1-27-36

EGON STATE HIGHWAY COMMISSIO

FINAL REPORT ON REAL PROPERTY NEGOTIATIONS

Purpose of purchase Right of Way

Name of owner Milton & C.A.Smith

Mail address Campbell Court Hotel,Portland

Location of property Rainer section of

Columbia River Highway in Columbia County.

Section Twp. Range

Section Twp. Range

How does taking of property affect balance of grantor's property?
(Give details regarding dividing of tract, if appropriate)

Nature of property taken
(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of sheet if necessary.)

Net area Taken 20,370 Sqft No cost

No Co#st

General remarks
(Give such general explanation as you desire to support settlement)

How is evidence of title to be handled? Deed Signed

Settlement recommended:

Date

Signed: C.W.Parker
Right of Way Agent

J.W. De Souza Date 1-27-36

Dated: Jan.21,1936

Date

File No. ....

OREGON STATE HIGHWAY COMMISSION

REPORT ON REAL PROPERTY TITLE

Rainier Section of Lower Columbia Highway,

in Columbia County, Oregon.

Names of legal owners Milton Smith and C. A. Smith

Description of property: (Give description by which grantor holds title together with recording reference).

A quitclaim deed executed by Rainier Development Co., a corporation

to Milton Smith and C. A. Smith,

dated the 21st day of May, 1926, recorded the 26th

day of November, 1926, in Vol. 42, page 431, deed records of

Columbia County, Oregon, conveys:

Commencing at a one inch galvanized iron pipe stake situated on the South bank of the Columbia River in the Town of Rainier, in Section 16, Twp. 7 North Range 2 West, W.M., and on the west boundary line of the F. M. Warren D.L.C. Notification No. 7774, Claim No. 42, from which said pipe stake a cottonwood tree 24 inches in diameter bears North 33° West 57 links; thence North 14° East 1.50 chains to low water mark in said river; thence up the Columbia River at low water mark 30 chains to a point of rocks on the South bank of said river; thence South 14° West 13 1/3 rods to a stake; thence in a westerly course in a straight line to the intersection of said West line of said D.L.C. of said F. M. Warren to a point 13 1/3 rods southerly from said point of beginning; thence Northerly on said Western boundary line of said D.L.C. of said F. M. Warren 13 1/3 rods to the point of beginning.

Excepting therefrom, a certain tract conveyed by Joseph Smith and Sarah A. Smith, etal, to W. E. Newsome by deed dated 10-8-1894, in Vol. P, page 484. Also excepting therefrom, a strip of land conveyed by Joseph Smith and wife, et al, Astoria and Columbia River R. R. Co., recorded 3-9-1897, in Vol. Q, page 275, also further excepting a tract heretofore excepted and reserved unto George W. Smith and Amanda P. Smith and Sarah A. Smith in their deed to W. I. Reed, recorded 11-21-1901 in Vol. Y, page 302. Also excepting that certain tract of land conveyed by Rainier Development Co. to Minnie Linderman by deed recorded 10-8-1919, in Volume 28, page 194.

Liens or encumbrances: (Give statements of all mortgages, leases, judgments, liens, lis pendens, and other items affecting the title).

No liens or encumbrances

Date county records examined 4-9-1936

Basis of examination Personal examination of the Columbia County Records by I. M. Schannep

Approval recommended April 14, 1936

J.W. De Souza

Signed I. M. Schannep
Title Examiner

Approved April 14, 1936

I. H. Van Winkle
Attorney General

[illegible]
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. [illegible]DRICH, PENDLETON
P. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

[illegible]

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 22, 1936

Mr. W. C. Crews
Office

Dear Sir:

Herewith we hand you complete correspondence file and approval by the Attorney General, covering property which the State is acquiring for right of way purposes from Milton Smith and C. A. Smith, his wife, in the Francis M. and Elizabeth D. Warren D. L. C. #42, in Township 7 North, Range 2 West, W. M., in Columbia County, Oregon.

Yours very truly,
J. M. DEVERS
By
A. B. KNEASS

ABK:JH
encls.

2-6-36

April 28, 1936

Mr. J. W. Hunt
County Clerk
St. Helens, Oregon

Dear Sir:

We hand you herewith, for recording, a warranty deed from Milton Smith, et ux, to the State of Oregon for a parcel of land as described therein. When placed of record, kindly return in the enclosed stamped addressed envelope.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by W. C. Crews/ME

Encl.

[illegible], PENDLETON
F. L. [illegible]ILLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

[illegible] ENGINEER
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RW 2675

Sec 8450 □'

Ref 4B-24-22

August 23, 1937

2875
2831

Mr. I. [illegible] Lindeman
Rainier, Oregon

Dear Sir:

As per our letter of August 14 we are enclosing herewith Bargain and Sale deed from the State of Oregon, by and through its State Highway Commission, to you, in exchange for property it acquired from you for right of way purposes, in Columbia County.

After the deed has been placed of record will you furnish to us the recording date, that is, the date of filing, the book and page of the record, in order to complete our files.

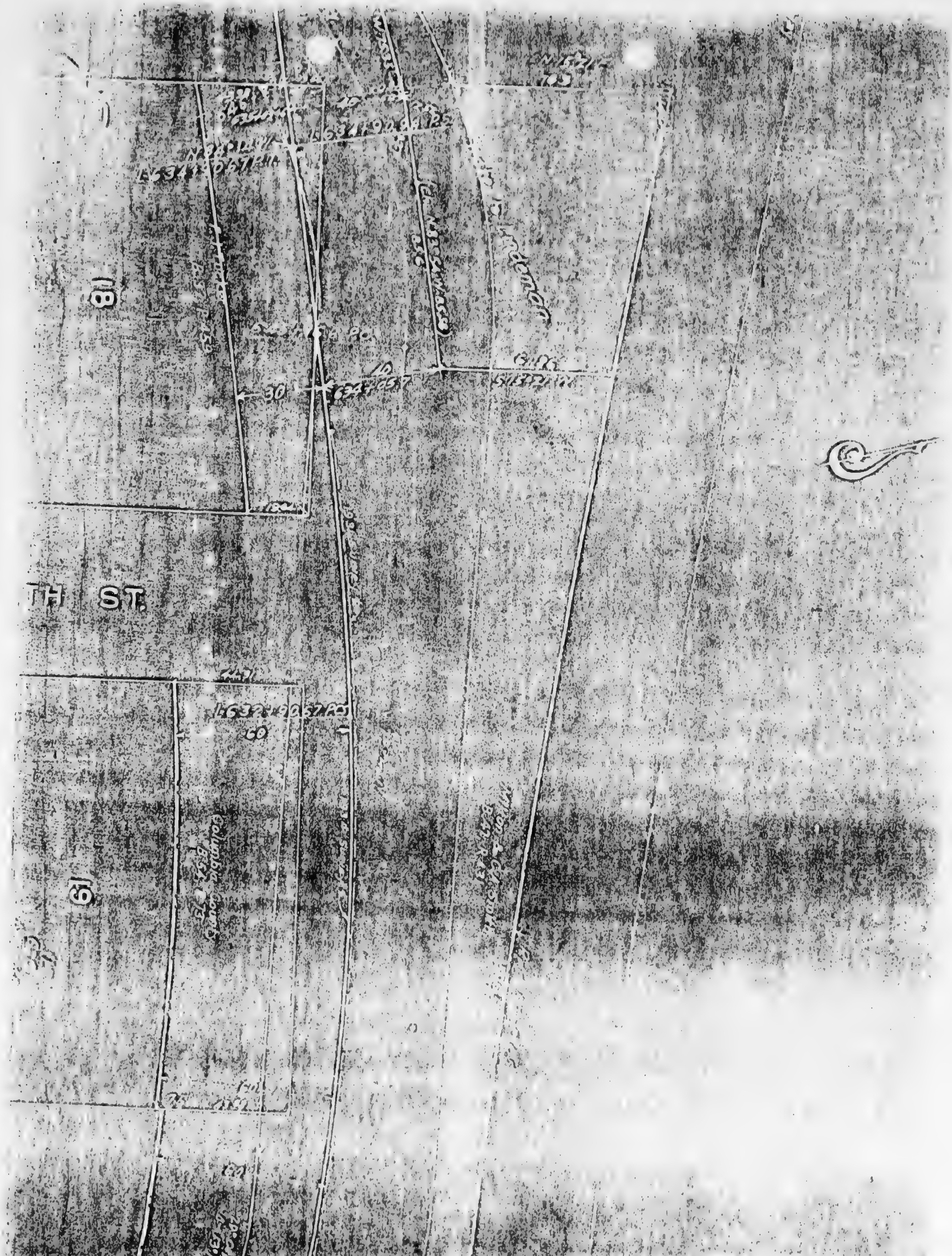
Yours very truly,

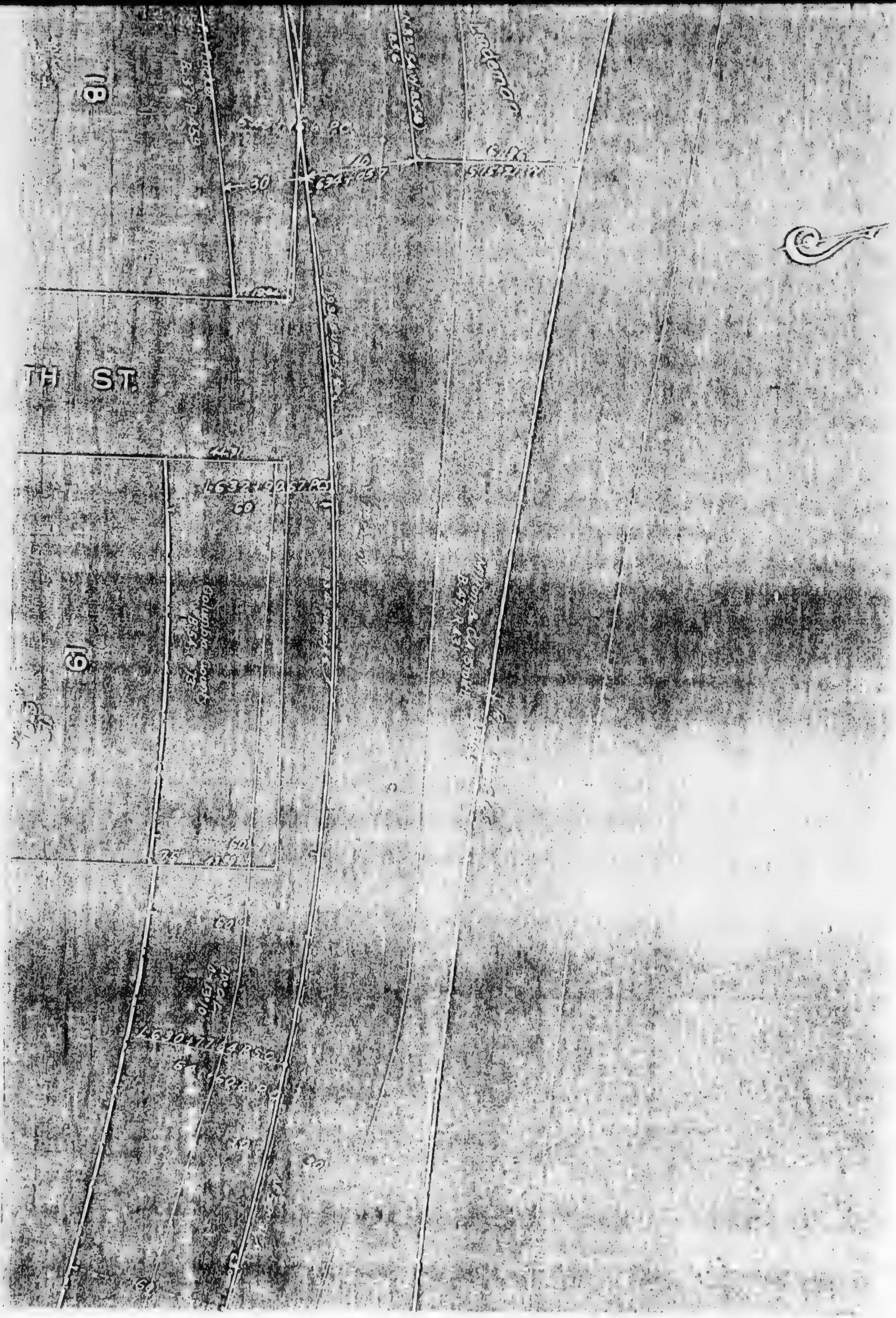
J. M. DEVERS

By A B Kneass

A. B. KNEASS

✓ cc Earl Saling
CK/Encl


TH ST.
18
19
30
60
L632-19-57 PO


18
TH ST.
19
60
30

R/W 267

~~WARRANTY~~ DEED

This Indenture Witnesseth, That We, Milton Smith and C. A. Smith, his wife, grantor s, for the consideration o the sum of One and no/100 DOLLARS to us paid, have bargained and sold and by these presents do...... bargain, sell and conve unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the followin described premises, to wit:

A parcel of land lying in the City Limits of Rainier, Oregon, and situated in the Francis M. & Elizabeth D. Warren D. L. C. No. 42, Twp. 7 North, Range 2 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Milton & C. A. Smith as recorded in Book 42 at Page 431, Deed Records of Columbia County, Oregon; said parcel of land being all that portion of the foregoing described property lying between the existing northerly right of way line of the Columbia River Highway and the southerly right of way line of the Spokane-Portland and Seattle Railway; said parcel being more particularly described as follows:

Beginning at the southwest corner of said property, said corner being on the northerly line of the existing highway right of way, said corner also being 56.5 feet distant northeasterly from (when measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 635+05.7; thence North 15° 21' East along the westerly line of said property a distance of 76.3 feet to the southerly line of the S. P. & S. R. R. right of way which point is the northwest corner of the said property; thence along the said S. P. & S. R. R. right of way line as follows: South 65° 33' 30" East a distance of 14.0 feet; thence easterly on a 5709.65 foot radius curve to the left (the long chord of which bears South 68° 35' 15" East) a distance of 576.5 feet; thence South 77° 27' East a distance of 14.0 feet to the northeast corner of said property; thence South 15° 21' West along the easterly line of said property a distance of 55.1 feet to the southeasterly corner of said property, said corner being on the northerly line of the existing highway right of way; thence along said existing right of way line as follows: North 59° 31' West a distance of 150.0 feet; thence westerly on a 316.5 foot radius curve to the left (the long chord of which bears North 66° 06' West) a distance of 72.06 feet; thence North 72° 41' West a distance of 290.0 feet; thence westerly on a 221 foot radius curve to the left (the long chord of which bears North 85° 03' West) a distance of 95.24 feet to the point of beginning.

The parcel of land described above contains 20,370 square feet.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto State of Oregon, by and through its State Highway Commission, its successors an assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; ~~that they are free from all incumbrances~~

~~and that we will warrant and defend the same from all lawful claims whatsoever.~~

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 21st day of June, 1935

Done in presence of:

(Sgd.) Wilbur J. Smith
(Sgd.) John Wittwer

(Sgd.) Milton Smith [SEAL]
(Sgd.) C. A. Smith [SEAL]

941

Form 181—17019—2M—9-34

WARRANTY DEED

FROM

TO

STATE OF OREGON
BY AND THROUGH ITS
STATE HIGHWAY COMMISSION

STATE OF OREGON,
County of Col } ss.

I certify that the within was received at ...... o'clock ...... m. on the 1st day of Aug, 1936, and duly recorded by me in Columbia County Records, Book of Deeds, Volume 59, Page 49

County of

By ...... Deputy

Original sent to Sec'y of State Dec 1942

STATE OF OREGON,
County of Multnomah } ss.

On this 21st day of January, 1936, personally came before me, a Notary Public in and for said county and state, the within named Milton Smith and C. A. Smith his wife through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; ~~that they are free from all incumbrances~~

~~and that we will warrant and defend the same from all lawful claims whatsoever.~~

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 21st day of June, 1935.

Done in presence of:

(Sgd.) Wilbur J. Smith
(Sgd.) John Wittwer

(Sgd.) Milton Smith [SEAL]
(Sgd.) C. A. Smith [SEAL]

941

Form 191—17019—2M—9-34

WARRANTY DEED

FROM

TO

STATE OF OREGON
BY AND THROUGH ITS
STATE HIGHWAY COMMISSION

STATE OF OREGON, County of Col } ss.

I certify that the within was received at .... o'clock .... m. on the 1st day of May, 1936, and duly recorded by me in Columbia County Records, Book of Deeds, Volume 59, Page 49.

County of ....

By ...., Deputy

Original sent to Secy of State Dec 1942

STATE OF OREGON,
County of Multnomah } ss.

On this 21st day of January, 1936, personally came before me, a Notary Public in and for said county and state, the within named Milton Smith and C. A. Smith, his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowleged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

(Sgd.) C. W. Parker
Notary Public for Oregon

(SEAL)

My commission expires Oct. 2, 1937.

Acquired from Milton & Smith

7875

BARGAIN AND SALE DEED

THIS INDENTURE WITNESSETH, That the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for the consideration of the sum of One and no/100 Dollar ($1.00) and other valuable considerations, to it paid, has bargained and sold and by these presents does bargain, sell and convey unto MINNIE LINDEMAN, the following described premises, to-wit:

A parcel of land lying in the City of Rainier, Oregon, and situated in the Francis M. and Elizabeth D. Warren D.L.C. #42, Twp. 7 North, Range 2 West, W.M., said parcel being a portion of that certain piece of property described in a deed to the State of Oregon by Milton and C. A. Smith as recorded in Book 59, page 49, of the Deed Records of Columbia County, State of Oregon; also a portion of the right of way of the original Columbia River Highway; said parcel being more particularly described as follows:

Beginning at the intersection of the northerly 30 foot right of way lines of the original and the 1934 relocated Columbia River Highway, said point being 30 feet distant from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 635+78.64 said point also being 23.65 feet north and 65.34 feet west of the Northwest corner of Block 18, Dobbins Addition to the City of Rainier; thence along said original right of way line on a 176.68 foot radius curve to the left (the long chord of which curve bears North 74° 36' East) a distance of 3.67 feet thence North 74° 04' East a distance of 39.3 feet; thence on a 223.18 foot radius curve to the right, (the long chord of which curve bears North 78° 43' East) a distance of 36.38 feet to the west line of said Block 18 produced northerly; thence along said extended west line of Block 18, North 15° 21' East a distance of 76.3 feet to the southerly right of way line of the Spokane, Portland and Seattle Railway; thence along said right of way South 65° 33' 30" East a distance of 14 feet; thence on a 5769.65 foot radius curve to the left, (the long chord of which curve bears South 65° 59' 30" East) a distance of 87.08 feet to a point; thence South 15° 21' West a distance of 61.86 feet to a point which is 40 feet distant northerly from (when measured at right angles to) the 1934 relocated center line at Station 634+05.7; thence parallel to said center line on a spiral curve left, (the long chord of which spiral bears North 83° 54' West 85.58 feet) a distance of 85.6 feet to a point opposite and 40 feet distant from Station 634+90.67 P.T.; thence North 84° 14' West a distance of 0.27 feet to a point opposite and 40 feet distant from Station 634+90.94 P.S.; thence parallel to said center line on a spiral curve right, (the long chord of which spiral bears North 84° 14' West 12.52 feet) a distance of 12.52 feet to a point which is opposite and 40 feet distant from Station 635+03.46; thence South 88° 30' West a distance of 75.35 feet to the point of beginning; containing 8450 square feet more or less.

This instrument is executed by virtue of the authority contained in Section 44-118, Oregon Code 1930.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said MINNIE LINDEMAN, her heirs and assigns forever.

BARGAIN AND SALE DEED

THIS INDENTURE WITNESSETH, That the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for the consideration of the sum of One and no/100 Dollar ($1.00) and other valuable considerations, to it paid, has bargained and sold and by these presents does bargain, sell and convey unto **MINNIE LINDEMAN**, the following described premises, to-wit:

A parcel of land lying in the City of Rainier, Oregon, and situated in the Francis M. and Elizabeth D. Warren D.L.C. #42, Twp. 7 North, Range 2 West, W.M., said parcel being a portion of that certain piece of property described in a deed to the State of Oregon by Milton and C. A. Smith as recorded in Book 59, page 49, of the Deed Records of Columbia County, State of Oregon; also a portion of the right of way of the original Columbia River Highway; said parcel being more particularly described as follows:

Beginning at the intersection of the northerly 30 foot right of way lines of the original and the 1934 relocated Columbia River Highway, said point being 30 feet distant from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 635+78.64 said point also being 23.65 feet north and 65.34 feet west of the Northwest corner of Block 18, Dobbins Addition to the City of Rainier; thence along said original right of way line on a 176.68 foot radius curve to the left (the long chord of which curve bears North 74° 36' East) a distance of 3.67 feet thence North 74° 04' East a distance of 39.3 feet; thence on a 223.18 foot radius curve to the right, (the long chord of which curve bears North 78° 43' East) a distance of 36.38 feet to the west line of said Block 18 produced northerly; thence along said extended west line of Block 18, North 15° 21' East a distance of 76.3 feet to the southerly right of way line of the Spokane, Portland and Seattle Railway; thence along said right of way South 65° 33' 30" East a distance of 14 feet; thence on a 5769.65 foot radius curve to the left, (the long chord of which curve bears South 65° 59' 30" East) a distance of 87.08 feet to a point; thence South 15° 21' West a distance of 61.86 feet to a point which is 40 feet distant northerly from (when measured at right angles to) the 1934 relocated center line at Station 634+05.7; thence parallel to said center line on a spiral curve left, (the long chord of which spiral bears North 83° 54' West 85.58 feet) a distance of 85.6 feet to a point opposite and 40 feet distant from Station 634+90.67 P.T.; thence North 84° 14' West a distance of 0.27 feet to a point opposite and 40 feet distant from Station 634+90.94 P.S.; thence parallel to said center line on a spiral curve right, (the long chord of which spiral bears North 84° 14' West 12.52 feet) a distance of 12.52 feet to a point which is opposite and 40 feet distant from Station 635+03.46; thence South 88° 30' West a distance of 75.35 feet to the point of beginning; containing 8450 square feet more or less.

This instrument is executed by virtue of the authority contained in Section 44-118, Oregon Code 1930.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said MINNIE LINDEMAN, her heirs and assigns forever.

Lafky

[illegible]

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed and these presents to be executed on this the 12th day of August 1937.

STATE OF OREGON, by and through its
State Highway Commission.

(Seal)

By Henry F. Cabell
As Chairman

ATTEST:

By E. B. Aldrich
As Commissioner

H. B. Glaisyer,
Secretary

By F. L. Tou Velle,
As Commissioner

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

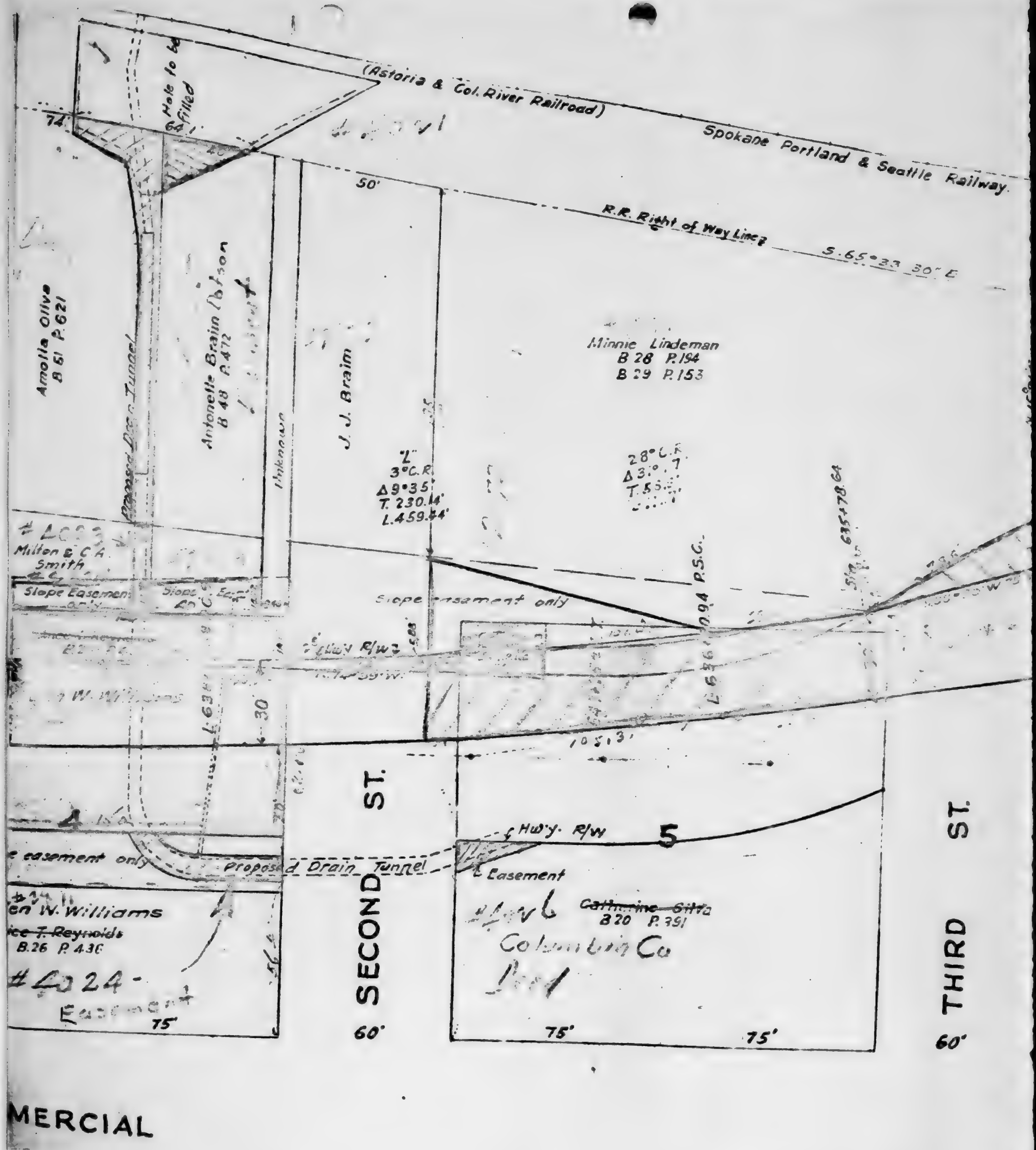
On this 12 day of August, 1937, before me, appeared Henry F. Cabell, E. B. Aldrich and F. L. Tou Velle, to me personally known, who each being duly sworn, did say that he, the said Henry F. Cabell, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said E. B. Aldrich, and he, the said F. L. Tou Velle, is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument was signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

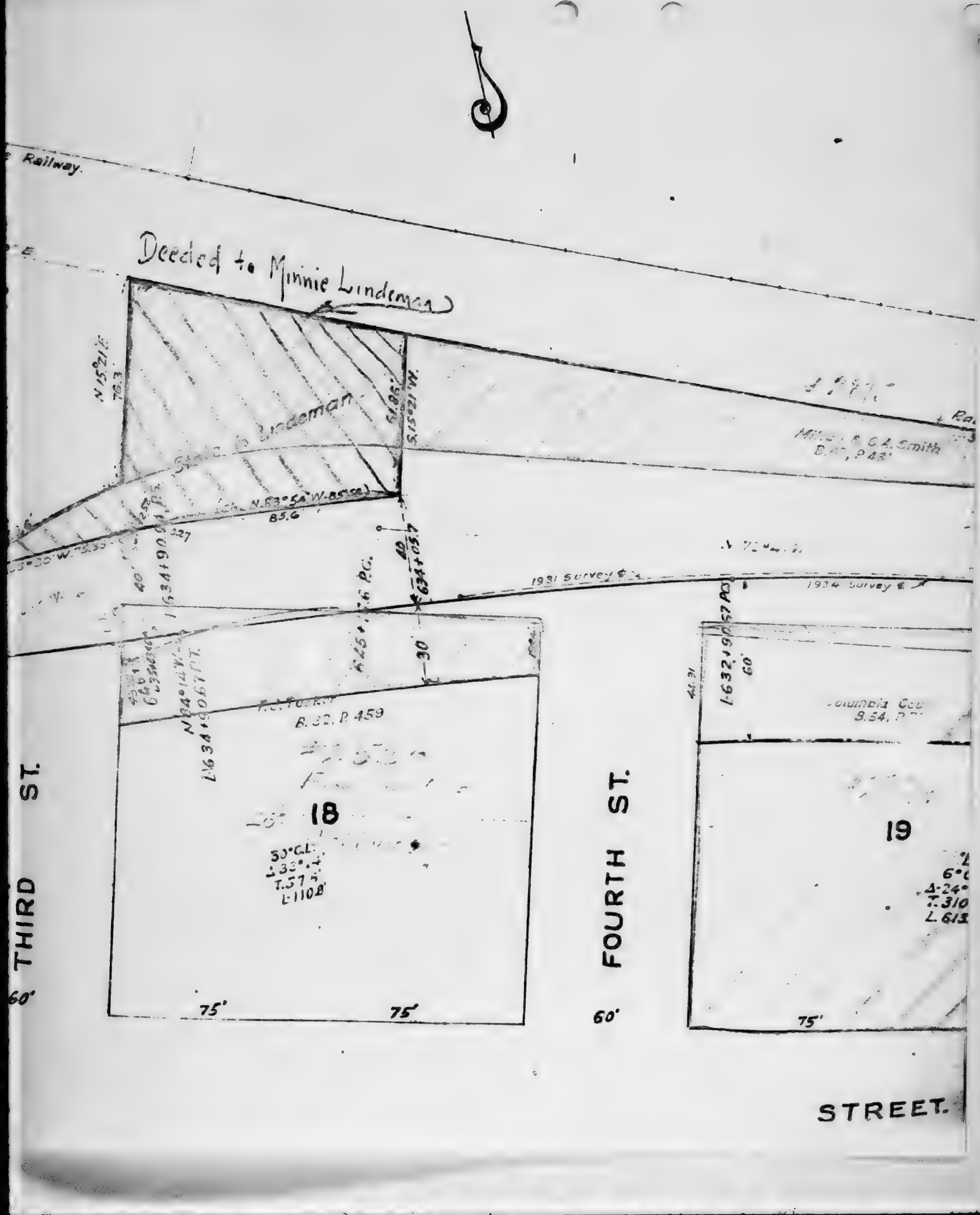
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

(Seal)

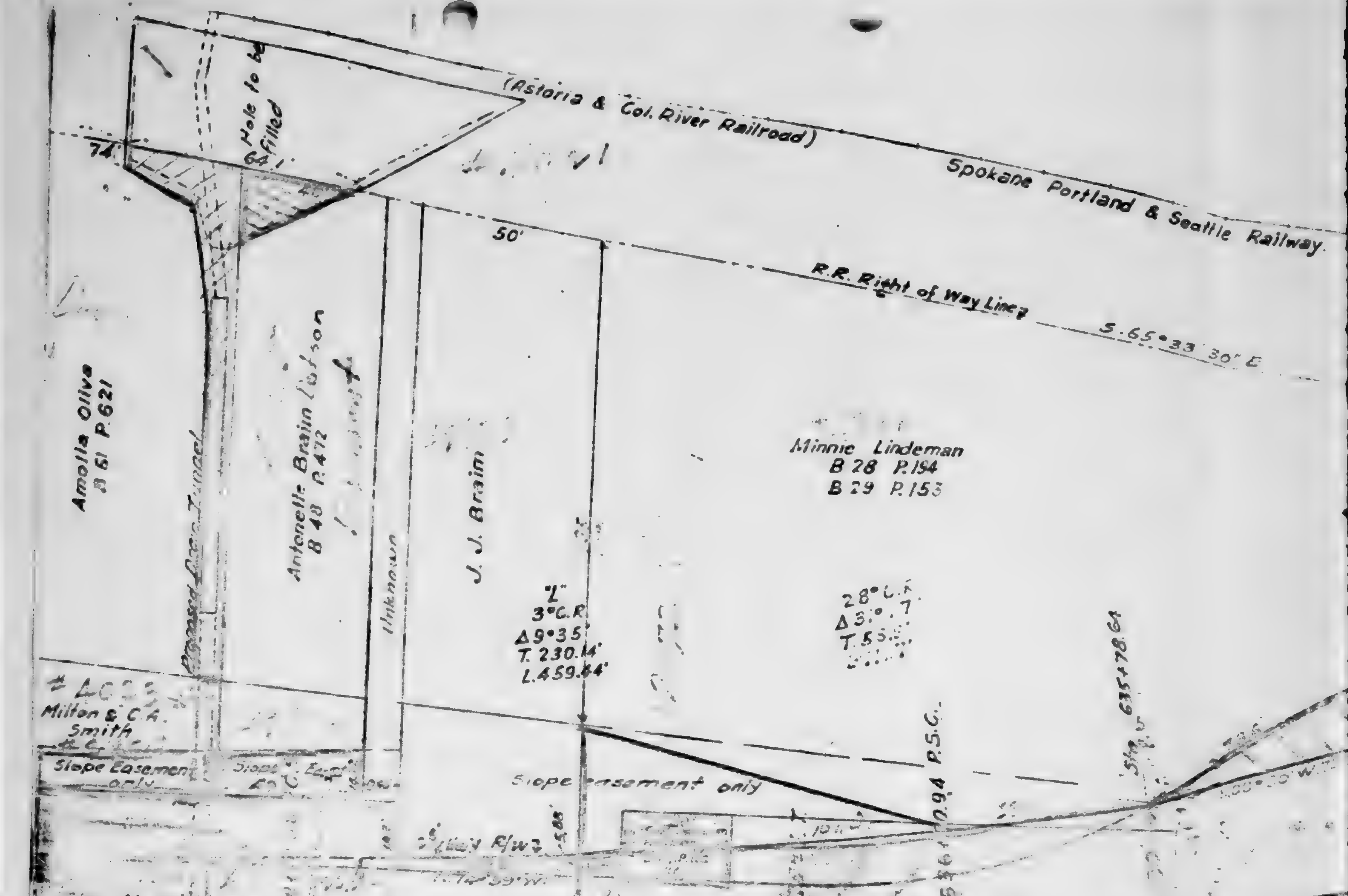
H. Bernard Glaisyer
Notary Public for Oregon

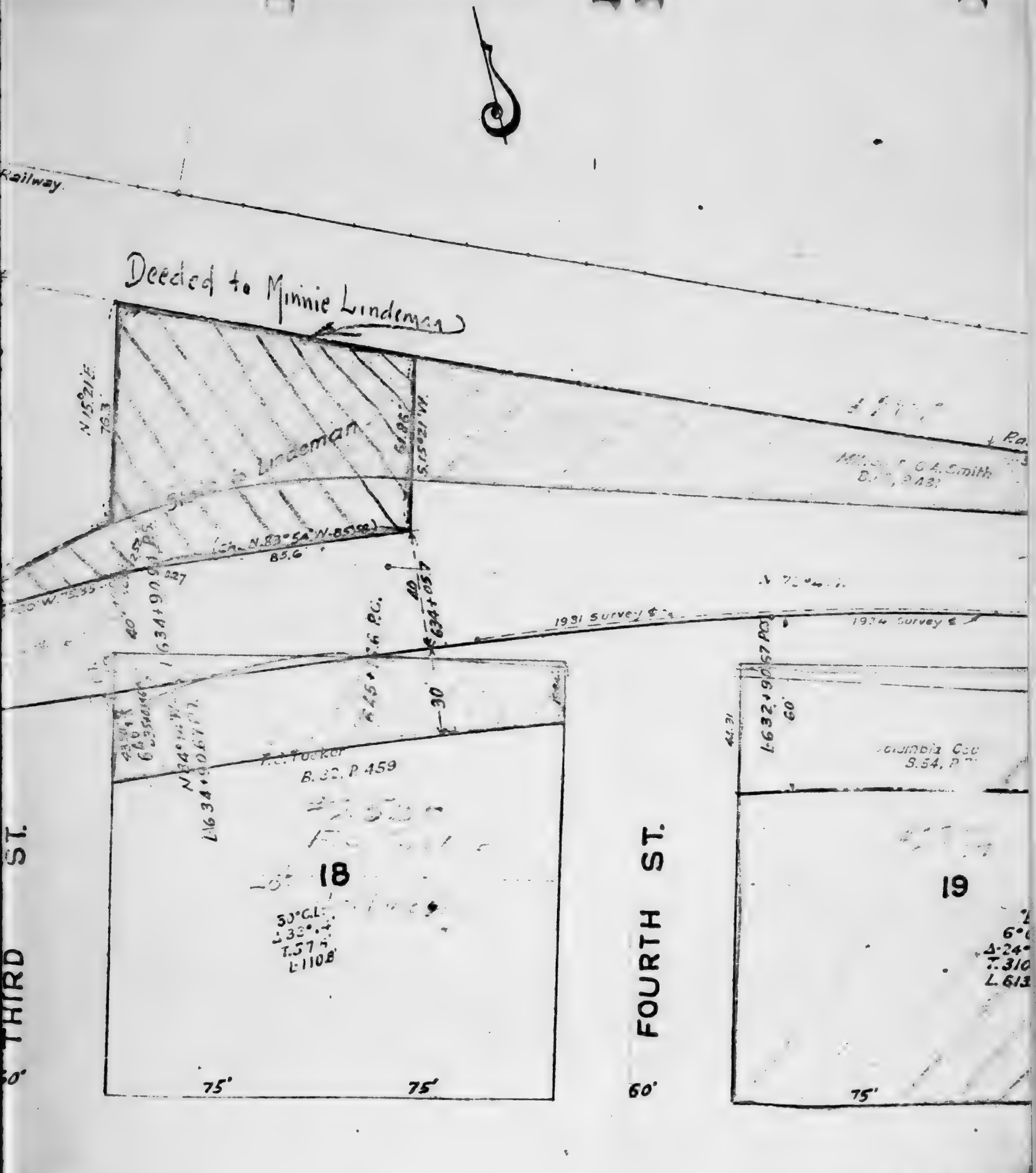
My commission expires: March 19, 1939.

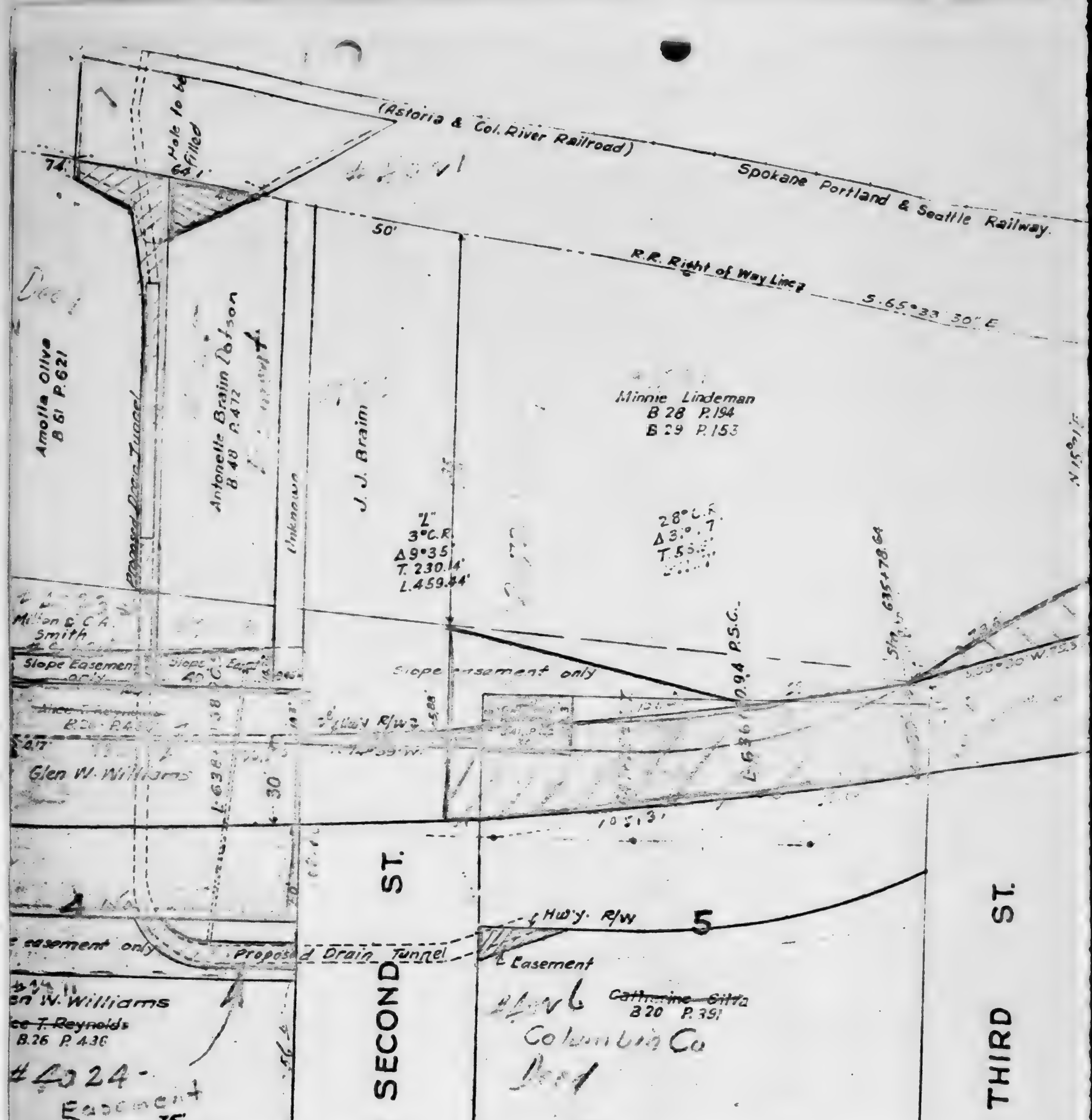

(Astoria & Col. River Railroad)
Spokane Portland & Seattle Railway.
R.R. Right of Way Line
S. 65° 33' 30" E.
Hole to be filled
64
74
50'
Amolia Olive
B 61 P. 621
Antonelle Braim Dotson
B 48 P. 472
Proposed Drain Tunnel
Unknown
J. J. Braim
Minnie Lindeman
B 28 P. 194
B 29 P. 153
"L"
3° C.R.
Δ 9° 35'
T. 230.14'
L. 459.44'
28° C.R.
Δ 3°
635+78.64
0.94 P.S.C.
#4023
Milton & C.A. Smith
Slope Easement only
Slope Easement
Slope easement only
Hwy R/W
W. Williams
L 636
30
ST.
SECOND
60'
Hwy. R/W
5
easement only
Proposed Drain Tunnel
Easement
en W. Williams
~~ice T. Reynolds~~
B.26 P. 436
#4024 -
Easement
75'
~~Catherine Silva~~
B 20 P. 391
#4026
Columbia Co
Deed
75'
75'
THIRD ST.
60'
MERCIAL

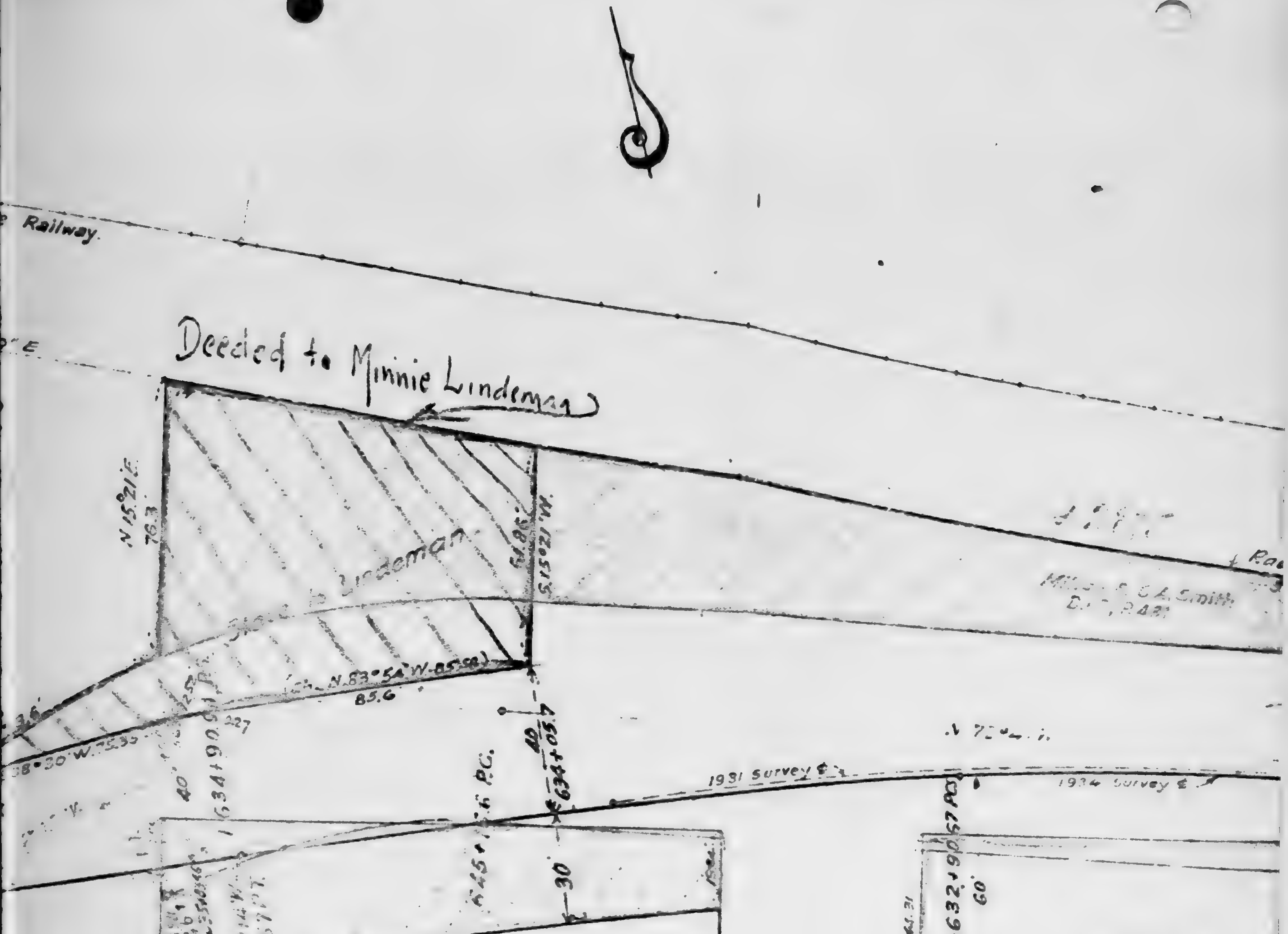


Railway
Deeded to Minnie Lindeman
Lindeman
N.15°21'E.
76.3
S.15°21'W.
N.83°54'W.
85.6
227
40
634+90
634+05.7
P.C.
30
N.84°14'W.
634+90.67 P.T.
1931 Survey ℄
1934 Survey ℄
Milton & C.A. Smith
B. 32, P. 459
18
30° C.L.
T. 57.5
L. 110.8
THIRD ST.
60'
75'
75'
FOURTH ST.
60'
632+90.57 P.O.
60'
44.31
Columbia Co.
B. 54,
19
Δ 24°
T. 310
L. 61
75'
STREET.


(Astoria & Col. River Railroad)
Spokane Portland & Seattle Railway
R.R. Right of Way Line
S.65°33'30"E
Hole to be filled
64.1
74'
50'
Amolia Oliva
B 61 P. 621
Antonelle Braim Lofton
B 48 P. 472
Proposed Drain Tunnel
Unknown
J. J. Braim
Minnie Lindeman
B 28 P. 194
B 29 P. 153
"L"
3°C.R.
Δ9°35'
T. 230.14'
L. 459.84'
28° C.R.
Sta. 635+78.64
#4023
Milton & C.A. Smith
Slope Easement only
Slope Easement only
0.94 P.S.C.
Hwy. R/W
30
SECOND ST.
THIRD ST.
5
e easement only
Proposed Drain Tunnel
Easement
len W. Williams
ice T. Reynolds
B. 26 P. 436
#4024-
Easement
Catherine Silva
B 20 P. 391
#Lot 6
Columbia Co
60'
75'
75'
75'
60'
MERCIAL


Railway
Deeded to Minnie Lindeman
N.15°21'E.
76.3
S.15°21'W.
64.86
Lindeman
Ch. N.83°54'W. 85.58
85.6
40
634+05.7
634+90
40
P.C.
1931 Survey ℄
1934 Survey ℄
30
N.84°
L.634+00.677
B. 32. P. 459
18
30° C.
T. 57.4
L. 110.8
Milton C. A. Smith
B. P. 431
L.632+90.67 P.C.
60
44.31
Columbia
B. 54.
19
6°
Δ.24°
T. 310
L. 613
THIRD ST.
FOURTH ST.
60'
75'
75'
60'
75'
STREET.


(Astoria & Col. River Railroad)
Spokane Portland & Seattle Railway.
R.R. Right of Way Line
S. 65° 33' 30" E
Hole to be filled
64.1'
74.
40
50'
Deed
Amolia Oliva
B 61 P. 621
Proposed Drain Tunnel
Antonette Brain Dotson
B 48 P. 472
Unknown
J. J. Brain
Minnie Lindeman
B 28 P. 194
B 29 P. 153
"L"
3° C.R.
Δ 9°35'
T. 230.14'
L. 459.84'
28° C.R.
0.94 P.S.C.
Sta. 635+78.64
N 15°
Milton & C.A. Smith
Slope Easement only
Slope easement only
~~Alice T. Reynolds~~
B 26 P. 436
Glen W. Williams
Hwy R/W
30
105.31'
SECOND ST.
60'
THIRD ST.
60'
4
5
Hwy. R/W
Easement
e easement only
Proposed Drain Tunnel
en W. Williams
~~ce T. Reynolds~~
B.26 P.436
#4024 -
Easement
75'
~~Catherine Silva~~
B 20 P. 391
Columbia Co
Deed
75'
75'
MERCIAL


Railway
Deeded to Minnie Lindeman
N15°21'E
76.3
S.15°21'W.
56.86
Lindeman
N.83°54'W.-85.58
85.6
Millard & A. Smith
B. P.481
40'
634+05.7
1931 Survey
1934 Survey
30'
T.C. Tucker
B.32 P.459
L632+90.67
60'
Columbia Co.
B.54
THIRD ST.
60'
18
50°C.L.
Δ33°4'
T.57
L.110.8
75'
75'
FOURTH ST.
60'
19
6°C
Δ24°
T.310
L.613
75'
STREET.

1983 Umpqua Rv. Br. Sec. of 9599
the Or. Coast Hwy. in Reedsport.
(Maintenance Painting)

7599

April 25, 1984

Fidelity & Deposit Co. of Maryland
500 N.E. Multnoma, Suite 1201
Portland, OR 97232

CON 5
#9599

Gentlemen or Ladies:

On April 23, 1984, we wrote to you concerning release of final payment on Contract No. 9599 awarded to Abhe & Svoboda, Inc., for maintenance painting on the Umpqua River Bridge at Reedsport on the Oregon Coast Highway in Douglas County.

Final payment on this contract is $2,000 and the total contract amount is $337,347.72 including $3,914.72 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Abhe & Svoboda, Inc.
P. O. Box 251
Prior Lake, MN 55372

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
James Gix

9599

F

April 4, 1984

Umpqua Industrial Supply Co.
PO Box 27
Reedsport, OR 97467

CON 5
#9599

Gentlemen or Ladies:

Thank you for your note that your claim against Abhe & Svoboda, Inc., for $579.81 including interest has been paid in full.

This was in connection with their Contract No. 9599 for maintenance painting on the Umpqua River Bridge at Reedsport in Douglas County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Fidelity & Deposit Co. of Maryland
PO Box 1227
Baltimore, MD 20203

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

Abhe & Svoboda, Inc.
PO Box 251
Prior Lake, MN 55372

RWG:kjm

ED [illegible]
4/4/84
[illegible]

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

MAR 21 1984

March 16, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9599

Umpqua Industrial Supply Co.
776 Fir Ave.
PO Box 27
Reedsport, OR 97467

Attention: C. M. Brandon

Gentlemen:

This will acknowledge your letter dated March 9, 1984, filing a claim against the following Highway Division contract:

FILED: Umpqua Industrial Supply Co.

AMOUNT: $579.81 including interest

AGAINST (Prime contractor) Abhe & Svoboda, Inc.

CONTRACT NO.: 9599

PROJECT: Umpqua River Bridge at Reedsport
Oregon Coast Highway, Douglas County

SURETY: Fidelity & Deposit Co. of Maryland

AGENT: Alexander & Alexander, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

We would suggest that you keep in contact with the surety in the Portland office for further assistance in settling this claim.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Fidelity & Deposit Co. of Maryland
PO Box 1227
Baltimore, MD 20203

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

Abhe & Svoboda, Inc.
PO Box 251
Prior Lake, MN 55372

NOTICE:
THIS ACCOUNT NOW PAID-IN-FULL.
Thank you.
CMBrandon

731-0146

9599

CL 84-120

✓bc: Secretary of State - F
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 16, 1984

FILED
MAR 2[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO
CON 5
#9599

Umpqua Industrial Supply Co.
776 Fir Ave.
PO Box 27
Reedsport, OR 97467

Attention: C. M. Brandon

Gentlemen:

This will acknowledge your letter dated March 9, 1984, filing a claim against the following Highway Division contract:

FILED:	Umpqua Industrial Supply Co.
AMOUNT:	$579.81 including interest
AGAINST (Prime contractor)	Abhe & Svoboda, Inc.
CONTRACT NO.:	9599
PROJECT:	Umpqua River Bridge at Reedsport Oregon Coast Highway, Douglas County
SURETY:	Fidelity & Deposit Co. of Maryland
AGENT:	Alexander & Alexander, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

We would suggest that you keep in contact with the surety in the Portland office for further assistance in settling this claim.

Please advise this office when your claim has been paid.

RECEIVED
MAR 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON C
3-29-84 kjm

cc: Fidelity & Deposit Co. of Maryland
PO Box 1227
Baltimore, MD 20203

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

Abhe & Svoboda, Inc.
PO Box 251
Prior Lake, MN 55372

731-0188

UMPQUA INDUSTRIAL SUPPLY CO.
776 Fir Ave. - P.O. Box 27
Reedsport, Oregon 97467
271-2222 or 271-5115

March 9, 1984

Mr. Robert W. Gormsen
Dept. of Transportation
Room 121 Transportation Bldg.
Salem, Oregon 97310

Re: Abhe & Svoboda
State of Oregon Contract #9599

Dear Mr. Gormsen:

We want to go on record that the above contractor has not paid their account with us since finishing their contract on the Umpqua River Bridge here in Reedsport and that we are very concerned over the fact that invoices dating back to November 7th, 1983 have not been paid.

The amount of these invoices, including interest, is $579.81.

On January 26th I wrote a letter to Mr. Frank Morrison in Coquille asking him questions of which he claims that letter was mailed to you. Copy enclosed.

We have called Abhe & Svoboda at Prior Lake, Minnesota, telephone #1-612-447-6025, and for the third time have gotten absolutely nowhere.

We are now wanting to "File Claim" against this contractor.

Would you please let me know what the procedures are so that we can go ahead with this claim immediately?

Very truly yours,

Brandon

C. M. Brandon, G. Mgr.
Umpqua Industrial Supply Co.

CMB:af

RECEIVED
MAR 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UMPQUA INDUSTRIAL SUPPLY CO.
776 Fir Ave. - P.O. Box 27
Reedsport, Oregon 97467
271-2222 or 271-5115

January 26, 1984

Oregon State Highway
P. O. Box 716
Coquille, Oregon 97423

Attention: Mr. Frank Morrison

Gentlemen:

We were given your name in regard to an account that owes us money and is now past due.

The account, Abhe & Svoboda, recently completed a job on the 101 Highway Bridge here in Reedsport.

My question is, can or will you, request their financial obligations be in-the-clear, before the State of Oregon pays off on their contract?

I understand that "that is the one requisite before any final payment is made, on State contracts."

We would appreciate all the help we can get from you on this matter.

May we hear from you soon?

Very truly yours,

C. M. Brandon, Gen. Mgr.
Umpqua Industrial Supply "Co.

RECEIVED
FEB 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UMPQUA INDUSTRIAL SUPPLY CO.
776 Fir Ave. - P.O. Box 27
Reedsport, Oregon 97467
271-2222 or 271-5115

February 16, 1984

Mr. Robert W. Gormsen
Dept. of Transportation
Room 121 Transportation Bldg.
Salem, Oregon 97310

Re: Abhe & Svoboda
State of Oregon contract #9599

Dear Mr. Gormsen:

We want to go on record that the above contractor has not paid their account with us since finishing their contract on the Umpqua River Bridge here in Reedsport and that we are very concerned over the fact that invoices dating back to November 7th, 1983 have not been paid.

On January 26th I wrote a letter to Mr. Frank Morrison in Coquille asking him questions of which he claims that letter was mailed to you. Copy enclosed.

We have called Abhe & Svoboda at Prior Lake, Minnesota, telephone #1-612-447-6025, and for the third time have gotten absolutely nowhere.

We are now wanting to "File Claim" against this contractor.

Would you please let me know what the procedures are so that we can go ahead with this claim immediately?

Very truly yours,

C. M. Brandon, G. Mgr
Umpqua Industrial Supply Co.
Enc:

attach to yellow

3-9-84
He will send in a claim
which contains the $ amount
2

RECEIVED
FEB 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9599

F

March 12, 1984

Maryland Casualty Company
P. O. Box 15252
Sacramento, CA 95826

CON 5
#9599

Attention: David Woodhouse
Claim Representative

Gentlemen or Ladies:

As requested in your letter of March 1, 1984, attached is a copy of Contract No. 9599 awarded to Abhe & Svoboda, Inc., for maintenance painting on the Umpqua River Bridge at Reedsport on the Oregon Coast Highway in Douglas County.

The Certificate of Insurance on this project is included as the last page of the contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ds
Att.

EUGENE M. SALGO
REGIONAL VICE PRESIDENT
J. E. HALLOCK
REGIONAL CLAIM MANAGER

MARYLAND CASUALTY COMPANY
AN AMERICAN GENERAL COMPANY

8801 Folsom Blvd. - Suite 200
Sacramento, California 95826
P.O. Box 15252(95851)
Telephone: (916) 381-9111

March 1, 1984

Department of Commission Services
State of Oregon
206 Transportation Building
Salem, OR 97310

Attention: Bob Gormson

Dear Mr. Gormson:

Re:	Gary Ferguson, et al vs. K.W. Management Co.
File Number:	760 L 460848
Date of Event:	numerous through 1983
General Contractor:	Abhe Svoboda, painting and refurbishment of the Reedsport Bridge in Oregon

This letter is to request a copy of the contract and certificate of insurance which would apply to the above-referenced project subsequent paint overspray claim.

I spoke with Mr. Bill Fullen in the Risk Management Division for the State of Oregon. He says the contract and the certificate of insurance are public documents; however, it is a requirement that the request be made in writing.

We are concerned in this matter as we are the insurance carrier for K.W. Management, Inc. K.W. Management apparently entered into a partnership agreement of some kind on a verbal basis with the general contractor who actually did the job.

It is apparent that two insurance carriers may be involved in this case and an overlap of coverage may exist.

We want to identify the carrier, and look into any hold harmless agreement which may exist between the general contractor and the State of Oregon. The hold harmless would clear the way for payment of claims by the insurance carriers for the general contractor and K.W. Management, should the facts indicate that payment is proper.

Your assistance in supplying us with a copy of the documents is most appreciated and will assist me in the handling of all claims which have been filed against the parties involved.

Sincerely,

David Woodhouse

David Woodhouse
Claim Representative

DW/wb

cc: K.W. Management
Adams-Thompson Insurance Producer #78740

RECEIVED
MAR - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON

DATE: March 1, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Umpqua River Bridge at Reedsport Section
Oregon Coast Highway, Douglas County
Contract No. 9599

This State financed maintenance painting project was recently completed and it now appears that the final cost will exceed the project authorization by $30,700 or 8.6 percent. The authorization was increased by action of the Commission at the December 20, 1983 meeting. That increase was based on a projected overrun of flagging time required.

A large portion of the current overrun is also due to an increased amount of flagging required. It was necessary to use flagmen at all times when the contractor was working in order to properly protect the public and the workmen. Suboptimum productivity of the contractor's operation extended the time required to complete the work and consequently increased the flagging costs. The final amount used for flagging was approximately $24,000 more than was anticipated at the time of the earlier increase in authorization.

In order to obtain proper coverage of all steel members of the structure, it was necessary to remove sidewalk planking to permit access to those areas. When planking was removed, it was found that some structural timbers in the sidewalk area also required removal and replacement. The request for the earlier increase anticipated a portion of this work, but final costs exceeded that estimate by approximately $1,600.

The remainder of the overrun is primarily the increased construction engineering costs required to handle the extended time which it took the contractor to complete the work.

There are sufficient funds available in the category of work. No federal participation is involved.

I recommend that the authorization be increased by $30,700 to a new total of $387,373.35. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Jim Gix
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 27, 1984

O. K. -

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Umpqua River Bridge at Reedsport Section
Oregon Coast Highway, Douglas County
Contract No. 9599

This State financed maintenance painting project was recently completed and it now appears that the final cost will exceed the project authorization by $30,700.00 or 8.6 percent. The authorization was increased by action of the Commission at the meeting of December 20, 1983. That increase was based on a projected overrun of flagging time required.

A large portion of the current overrun is also due to an increased amount of flagging required. It was necessary to use flagmen at all times when the contractor was working in order to properly protect the public and the workmen. Sub-optimum productivity of the contractor's operation extended the time required to complete the work and consequently increased the flagging costs. The final amount used for flagging was approximately $24,000 more than was anticipated at the time of the earlier increase in authorization.

In order to obtain proper coverage of all steel members of the structure, it was necessary to remove sidewalk planking to permit access to those areas. When planking was removed, it was found that some structural timbers in the sidewalk area also required removal and replacement. The request for the earlier increase anticipated a portion of this work, but final costs exceeded that estimate by approximately $1,600.

The remainder of the overrun is primarily the increased construction engineering costs required to handle the extended time which it took the contractor to complete the work.

There are sufficient funds available in the category of work. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $30,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
B. M. Walton
W. F. Cobine

[illegible]

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umpqua River Bridge (Reedsport)

WEEK ENDING: Feb. 11, 1984

SECTION PREFIX: 10-4221-900

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB: Umpqua River Bridge at Reedsport

KIND OF WORK: Bridge Painting

CONTRACTOR: Abhe and Svoboda

CONTRACT NUMBER: 9599

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 1, 1983

DATE WORK STARTED: May 17, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS 100

WORK DAYS USED 99

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

2nd Request +30,674.37

PROJECT AUTHORIZATION: $ 356,673.35

2nd Request +20,000.00

ENGINEERING AUTHORIZATION $ 30,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 337,347.72

this week 0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 337,347.72

ENGINEERING COST TO DATE $ 44,693.88

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 0 %

PERCENT OF AUTHORIZATION 89 %

DATE PROJECT WAS COMPLETED: January 13, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5		0		
MONDAY 6		0		K
TUESDAY 7		0		
WEDNESDAY 8		0		CE RECEIVED OM CAS CA
THURSDAY 9		0		FOE LS OCS FEB 13 1984 TC
FRIDAY 10		0		SCS FE ENG CONSTRUCTION SECTION CP
SATURDAY 11		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No work this week
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

~~Semifinal completion is awaiting documentation from contractor.~~
Semifinal estimate completed this date. This will be the last weekly report.

SIGNED F. D. Morrison LOCATION Coquille
F.D. Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

January 10, 1984

CON

Abhe & Svoboda, Inc.
Water's Edge Office Plaza
P.O. Box 251
Prior Lake, MN 55372

Time Extension Request
Umpqua River Bridge @ Reedsport
Contract No. 9599

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional eight workdays is granted due to extra work performed under Order for Extra Work No. 1 and Price Agreement No. 1.

Should you wish further review of this matter, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Frank Morrison w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
JAN 3 1984
CONSTRUCTION SECTION

TO: J. X. Wilson, Region Const. Engr.

DATE: November 14, 1983

FROM: F. D. Morrison
F. D. Morrison, Project Manager

SUBJECT: Contractor's Request for Adjustment of Contract Time
Umpqua River Bridge @ Reedsport
Oregon Coast Hwy. - Douglas County
Contract No. 9599

Attached is the contractors request for adjustment of contract time, requesting 10 additional days for added work.

As stated in the letter from the contractor, we have researched the added work, burning cleanout holes, notching out around the steel, cutting out the 4" x 6" timber in the area of the metal anchors for the curb covers, and determined that the contractor had 6 days comming for this work. Since that time, two more days of added work have resulted.

I recommend that we grant the contractor 8 Workdays for this added work.

There is still some time remaining on the contract, but the contractor may need these extra days in order to finish the painting contract.

In preparing the Price Agreement & Extra Work Order, I felt that the work could be done during wet weather, and did not anticipate this to be a problem. However, the contractor did our requested work in the wet weather and his regular scheduled work was left, as we had good weather for quite some length of time, without inclement weather, putting him behind in his schedule.

Attch:

1-5-84

W.E. Schwartz -

I concur with Region and Proj. Mgr. and recommend 8 WD time extension due to performance of extra work.

ROSEBURG REGION
RECEIVED
NOV 10 1983

12-29-83

CC: O.B. Jackmond - I concur in Frank's recommended extra time for extra work - 8 workdays.

J.X.W.

81-125-1387

9599

DATE: December 9, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Umpqua River Bridge at Reedsport Section
Oregon Coast Highway, Douglas County
Contract No. 9599

This State financed maintenance painting project is nearing completion and it now appears that the final cost will exceed the project authorization by $37,500 or 11.7 percent.

The main reason for the overrun is an increase in the amount of flagging time required to provide safe handling of traffic through the work area. It was necessary to block one lane of the roadway to sandblast and apply paint, traffic being restricted to one lane during the work periods. Flagging is expected to overrun the quantity provided by 80 percent, adding approximately $41,250 to the cost of the project.

There are sufficient funds available in the category of work. No federal participation is involved.

I recommend that the authorization be increased by $37,500 to a new total of $356,673.35. This matter will be on the consent calendar for the December 20 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

9599

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1983

FROM: for Duane D. Christensen
O. B. Jackmond
Contract Administration Engineer

SUBJECT:
Request for Increase in Project Authorization
Umpqua River Bridge at Reedsport Section
Oregon Coast Highway, Douglas County
Contract No. 9599

NOTED
W.C. COULTER

This State financed maintenance painting project is nearing completion and it now appears that the final cost will exceed the project authorization by $37,500.00 or 11.7 percent.

The main reason for the overrun is an increase in the amount of flagging time required to provide safe handling of traffic through the work area. It was necessary to block one lane of the roadway to sandblast and apply paint, traffic being restricted to one lane during the work periods. Flagging is expected to overrun the quantity provided by 80 percent, adding approximately $41,250 to the cost of the project.

There are sufficient funds available in the category of work. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $37,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

cc: J. J. Gix
F. D. Morrison
R. D. Church
D. E. Swan

OK
JJG

COM/MEM/3

RECEIVED
STATE HWY ENGR
DEC 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-123-1387

1983 4th St. - 10th St. Sec. 9600
of Columbus Ave. in Medford. (Grad.,
Pav., Sign., Sig., & Illum.)

7600

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-8-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM OREGON 97310

Corrected Form

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/2/83
TO 1/11/85

FEDERAL AID PROJECT NO.
M-2421(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W32	229,951.09	229,916.81	88.15	202,671.67	202,671.67	$ 0.00
W32	12,119.20	12,117.40	88.15	10,681.49	10,681.49	$ 0.00
	242,070.29	242,034.21	88.15	$213,353.16	$213,353.16	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
1/8/86

SIGNATURE OF AUTHORIZED OFFICIAL
Frank R [illegible]
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATE IT OF COSTS INCURRED UNDER PROJECT AGF ENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4TH STREET - 10TH STREET (MEDFORD) SECTION FAU 2421 (COLUMBIA AVENUE) JACKSON COUNTY					
	Construction Type Code Y008 Channelization (sta. 2+20 to sta. 18+70)					
	Final Contract Payment summary	LUMP	SUM		$148,109.71	
	Permanent Pavement Striping (State)	ALL	REQUIRED		1,418.71	
	Install no Parking Signs (State)	ALL	REQUIRED		127.53	
	Change signing right turn lane (state)	ALL	REQUIRED		191.77	
	TOTAL PARTICIPATING TYPE CODE Y008				$149,847.72	
	Type Code Y030 Illumination					
	Final Contract Payment Summary	LUMP	SUM		$18,000.00	
	Type Code Y031 Signal (1Location)					
	Final Contract Payment Summary	LUMP	SUM		$ 46,859.32	
SFO #3	Signal Controller and testing (State)	ALL	REQUIRED		1,150.00	
	TOTAL PARTICIPATING TYPE CODE Y031				$ 48,009.32	
	TOTAL PARTICIPATING CONSTUCTION COST				$215,857.04	
	Construction Engineering State	ALL	REQUIRED		26,022.45	
	Misc. Project Cost EEO Monitoring Expense	ALL	REQUIRED		154.72	
	TOTAL PARTICIPATING PROJECT COST				$242,034.21	
	Non Participating Project Cost Interest on Final Payment	ALL	REQUIRED		36.08	
	TOTAL PROJECT COST				$242,070.29	
	Prepared based on participating cost as shown on the Federal Billing as of 6/20/85.					
	AMOUNT CARRIED FORWARD					

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                             315   1032    948     00 P 1                                             16.44      83     83
                                           TOT     P1                                              78,422.21
                                        ** JOB TOTALS **                **                      ** 78,422.21  **

   4TH ST-10TH ST(MEDFORD)      CONT NO 9600 = FA PROJ NOS M    2421003  95                      M    2421003  05 STATE
                             315   1038    201     00 P 1  Pay Cont.                  112.82      202,141.28 ✓    83     84
                             315   1038    201     00 P 8   "    "                     27.00       10,827.75 ✓    83     84
                             315   1038    204     00 P 1                           1,425.01                      83     85
                             315   1038    204     00 P 8                              74.99                      83     85
                             315   1038    206     00 N 1  Interest                    34.28           34.28 ✓    84     84
                             315   1038    206     00 N 8    "                          1.80            1.80 ✓    84     84
                             315   1038    270     01 P 1  SFO#1                                    1,418.71 ✓    84     84
                             315   1038    270     03 P 1  SFO#3                                    1,150.00 ✓    83     83
                             315   1038    270     04 P 1  SFO#4                                      127.53 ✓    84     84
                             315   1038    270     05 P 1  SFO#5                                      191.77 ✓    84     84
                             315   1038    295     00 N 9  Tr. City                                20,000.00 ✓    83     83
                             315   1038    296     00 N 9   "  St.                  2,163.97CR   233,355.41CR ✓   83     85
                             315   1038    298     00 N 9   "  Fed                  2,163.97     213,355.41 ✓    83     85
                             315   1038    900     00 P 1  Const. Engr                 23.80       21,238.12 ✓    83     84
                             315   1038    900     00 P 8    "     "                                1,114.43 ✓    83     84
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985         PAGE  314

                                                                                   FISCAL           GRAND TOTAL        ACTIVE  YRS
        DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE          BEG     END
                             315   1038    920     00 P 1  Prog. Sec.                                  51.99 ✓    83     83
                             315   1038    920     00 P 8   "    "                                      2.74 ✓    83     83
                             315   1038    940     00 P 1  Salem Lab.     .51CR        114.74       1,593.71 ✓    83     85
                             315   1038    940     00 P 8   "    "        .03CR          6.04          83.87 ✓    83     85
                             315   1038    941     00 P 1  Port. Lab.                                  20.83 ✓    83     84
                             315   1038    941     00 P 8   "    "                                      1.09 ✓    83     84
                             315   1038    942     00 P 1  Eugene Lab                                  57.48 ✓    83     84
                             315   1038    942     00 P 8   "    "                                      3.03 ✓    83     83
                             315   1038    944     00 P 1  Tech. Serv.    .33CR         85.31         716.53 ✓    83     85
                             315   1038    944     00 P 8   "    "        .02CR          4.48          37.71 ✓    83     85
                             315   1038    945     00 P 1  Const. Sec.   1.59CR        351.61         473.83 ✓    83     85
                             315   1038    945     00 P 8   "    "        .08CR         18.51          24.93 ✓    83     85
                             315   1038    946     00 P 1  Region Office                              228.56 ✓    83     84
                             315   1038    946     00 P 8   "    "                                     12.03 ✓    83     84
                             315   1038    948     00 P 1  Const. Engr.                               359.49 ✓    83     84
                             315   1038    948     00 P 8   "    "                                      2.08 ✓    84     84
                             315   1038    985     00 P 1  EEO Monitoring                             146.98        83     83
                             315   1038    985     00 P 8   "    "                                      7.74        83     83
                                           TOT     P1                    2.43CR      2,113.29     229,916.81
                                           TOT     P8                     .13CR        131.02      12,117.40
                                           TOT     N1                                   34.28          34.28
                                           TOT     N8                                    1.80           1.80
                                        ** JOB TOTALS **                 2.56CR**    2,280.39 **  242,070.29  **

   GRANDVIEW DR-WIMER ST        CONT NO 8762 * FA PROJ NOS M    3920001 100                                        STATE
                             315   1094    201     00 P 1                                         240,434.89      78     79
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801
BILLING NUMBER 51

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/30/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
310-1003	1#	RRP -000S-017 APPR-139	72,725.81	80,297.08	80,806.46	90.00	72,725.81	72,725.81		
310-1011	1#	PMS -000S-107 APPR-140	64,910.35	70,321.85	64,910.35	100.00	64,910.35	64,910.35		
310-1090	1	SOS -1002-001 APPR-580		387.31	387.31	81.80	316.82		316.82 A	
310-1098	1#	SOS -1004-001 APPR-680	48,723.01	59,092.33	55,272.84	88.15	48,723.01	48,723.01		
	8#	SOS -1004-001 APPR-680				88.15				
310-1098		PREFIX TOTALS	48,723.01	59,092.33	55,272.84		48,723.01	48,723.01		
314-1095	1#	SOS -1401-001 APPR-680	57,429.75	87,334.39	66,934.44	85.80	57,429.75	57,429.75		
315-1003	1#	M -3920-002 APPR-W32		376.89						
315-1022	1#	M -3920-005 APPR-W32	201,983.65	241,116.99	229,058.35	88.18	201,983.65	201,983.65		
	8#	M -3920-005 APPR-W32	33,918.45	38,493.05	38,465.02	88.18	33,918.45	33,918.45		
315-1022		PREFIX TOTALS	235,902.10	279,610.04	267,523.37		235,902.10	235,902.10		
315-1027	1	F -000C-018 APPR-010	775,984.00	883,351.05	874,061.33	88.18	770,747.28	770,757.61		10.33-
	2	M -000C-018 APPR-W32	775,984.00	874,107.47	873,697.38	88.18	770,426.35	770,435.90		9.55-
	9			508.25						
315-1027		PREFIX TOTALS	1551,968.00	1757,966.77	1747,758.71		1541,173.63	1541,193.51		19.88-
315-1028	1#	RRP -000S-015 APPR-139	108,214.52	120,259.02	120,238.36	90.00	108,214.52	108,214.52		
315-1032	1#	RRP -3875-001 APPR-139	70,579.99	78,422.21	78,422.21	90.00	70,579.99	70,579.99		
315-1038	1	M -2421-003 APPR-W32	210,394.00	229,951.09	229,916.81	88.15	202,671.67	202,673.81		2.14-
	8	M -2421-003 APPR-W32	11,000.00	12,119.20	12,117.40	88.15	10,681.49	10,681.60		.11-
315-1038		PREFIX TOTALS	221,394.00	242,070.29	242,034.21		213,353.16	213,355.41		2.25-
315-1094	1#	M -3920-001 APPR-W32	237,304.73	281,916.58	276,578.94	85.80	237,304.73	237,304.73		
317-1006	1#	RRS -3685-001 APPR-138	84,349.41	93,734.52	93,721.57	90.00	84,349.41	84,349.41		
317-1016	1	M -3650-001 APPR-W32	301,994.00	342,043.53	337,863.46	88.15	297,826.64	297,826.64		
	8	M -3650-001 APPR-W32	32,000.00	34,478.38	34,393.35	88.15	30,317.74	30,317.74		
317-1016		PREFIX TOTALS	333,994.00	376,521.91	372,256.81		328,144.38	328,144.38		
317-1093	1#	RR00-000S-013 APPR-686	67,059.60	74,510.67	74,510.67	90.00	67,059.60	67,059.60		

6-30-85

9600

9600 (ORIGINAL) 315-2525

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

4-30-85

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Bldg. Salem, OR. 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)
XX Post-Final

VOUCHER PERIOD
FROM 3-12-81
TO 1-31-85

FEDERAL AID PROJECT NO.
M-2421(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
195,273.89	195,273.89	88.18	172,192.52	172,192.52	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
4-30-85

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4TH Street - 10TH Street (Medford) Jackson County					
	Type Code ROWA					
	Right of Way	All Required			158,775.00	
	Less Rental Credits				(533.11)	
	Total				158,241.89	
	Relocation Assistance					
	Moving Costs (1 Family)	All Required			512.30	
	Replacement Housing	All Required			13,350.00	
	Moving Costs (1 Business)	All Required			947.00	
	Incidental Expense	All Required			128.28	
	Total Relocation Costs				14,937.58	
	Acquisition Expense					
	State	All Required			22,094.42	
	Total Participating Cost				195,273.89	
	Participating Costs are for Right of Way actually incorporated in the Final Project, and all costs have been previously certified by the Right of Way Engineer.					
	R.O.W. plans were approved by F.H.W.A. on 2-28-85.					
	Prepared Based on Participating Cost as shown on the Federal billing as of 5-2-85.					
	AMOUNT CARRIED FORWARD					

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DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     FISCAL          GRAND TOTAL
                                                                       YEAR TO DATE       TO DATE

                                  TOT          P1                                           36,249.67
                                  ** JOB TOTALS **                **                 **     36,249.67  **

4TH ST-10TH ST(MEDFORD)      CONT NO    * FA PROJ NOS M   2421002 100                                    STATE
                       315   2525   295   00 N 9                                             6,000.00
                       315   2525   296   00 N 9                 126.28CR       241.52CR   178,192.52CR
                       315   2525   298   00 N 9                 126.28         241.52     172,192.52
                       315   2525   401   00 P 1  NET COST LAND                             51,588.00
                       315   2525   403   00 P 1  VALUE OF BLDGS & EQ.                      36,515.00
                       315   2525   404   00 P 1  VALUE OF TREES, SHRUBS,                    5,361.00
                       315   2525   405   00 P 1  Sev. Dam                                  65,311.00
                       315   2525   407   00 P 1  Appraisals, witness Fees.                  7,299.57
                       315   2525   409   00 P 1  Misc.                                      3,200.00
                       315   2525   411   00 P 1  Maint. & Repairs, ~~Taxes~~                   88.12
                       315   2525   412   00 P 1  Title costs & Record Fees                  1,568.01
                       315   2525   413   00 P 1  Taxes                                        770.90
                       315   2525   414   00 P 1  Neg. Exp                                   4,802.87
                       315   2525   415   00 P 1  Reloc. Comp.                               1,576.55
                       315   2525   426   00 P 1  Legal                                          3.51
                       315   2525   429   00 P 1  Credit for rental                            533.11CR
                       315   2525   430   00 P 1  Appr. Review                                 721.75
                       315   2525   470   00 P 1  Reloc. Adv. Asst.                            500.51
                       315   2525   707   00 P 1  Reloc Inc. Exp.                              128.28
                       315   2525   712   00 P 1  Reloc Mov. " Individual                      512.30
                       315   2525   713   00 P 1    "    "   " Bus.                            947.00
                       315   2525   716   00 P 1  Repl. Housing                             13,350.00
                       315   2525   920   00 P 1  Prog Sec.                                     81.59
                       315   2525   930   00 P 1  R/W Off. Exp.                 143.20         1,550.52
                       315   2525   950   00 P 1  Training                                     130.52
                                  TOT          P1                             143.20       195,273.89
                                  ** JOB TOTALS **                **          143.20  **   195,273.89  **

S 6TH ST-PARKDALE DR(G PASS)  CONT NO    * FA PROJ NOS M   36[illegible]0002 100                         STATE
                       317   2516   295   00 N 9                                             4,519.00
                       317   2516   296   00 N 9                 108.64CR     2,105.44CR    85,986.44CR
                       317   2516   298   00 N 9                 108.64       2,105.44      81,467.44
                       317   2516   401   00 P 1                                            22,067.74
                       317   2516   403   00 P 1                                             9,034.00
                       317   2516   404   00 P 1                                            10,955.00
                       317   2516   405   00 P 1                                             2,068.26
                       317   2516   407   00 P 1                                            20,733.93
                       317   2516   409   00 P 1                                                10.50
                       317   2516   412   00 P 1                                             5,373.22
                       317   2516   413   00 P 1                                                 3.77
                       317   2516   414   00 P 1                                            15,396.15
                       317   2516   415   00 P 1                                               145.18
                       317   2516   426   00 P 1                                               213.19
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801
BILLING NUMBER 48

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/13/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-2537	1	X10 -9326-009 APPR-772	255,000.00	169,023.97	168,905.32	85.00	143,569.52	143,569.52		
234-2547	1	X10 -9067-003 APPR-580	116,450.00	110,201.71	103,040.91	85.00	87,584.77	87,428.21		156.56
236-2515	1#	RRO -000S-037 APPR-685	9,793.87	10,882.74	10,882.08	90.00	9,793.87	9,793.87		
236-2516	1#	SOS -3600-001 APPR-680	3,239.63	3,675.13	3,675.13	88.15	3,239.63	3,239.63		
236-2520	1	BROS-3600-003 APPR-114	4,000.00	2,732.00	2,732.00	80.00	2,185.60	2,185.60		
302-2507	1#	M -2110-003 APPR-W32	139,515.55	311,765.70	170,556.91	81.80	139,515.55	139,515.55		
302-2508	1#	M -2120-002 APPR-W32	11,928.17	15,727.07	13,527.07	88.18	11,928.17	11,928.17		
303-2528	1	XI -9665-008 APPR-823	39,947.00	51,754.88	48,424.93	85.00	41,161.19	39,947.00	1,214.19 B	
303-2531	1#	X10 -9714-006 APPR-772	21,436.69	25,238.08	25,219.63	85.00	21,436.69	21,436.69		
303-2532	1	X10 -9665-009 APPR-772	55,590.00	77,800.85	67,886.58	85.00	57,703.59	55,590.00	2,113.59 B	
303-2534	1#	X10 -9659-009 APPR-772	7,173.85	8,439.82	8,439.82	85.00	7,173.85	7,173.85		
	2#	XI -9659-009 APPR-823	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-2534		PREFIX TOTALS	19,328.85	22,739.82	22,739.82		19,328.85	19,328.85		
303-2537	1	X10 -9473-003 APPR-772	450,295.55	527,851.37	527,155.52	85.00	448,082.19	447,874.08		208.11
	2	X10 -9473-003 APPR-580	29,037.45	30,392.35	30,392.35	85.00	25,833.50	25,833.50		
303-2537		PREFIX TOTALS	479,333.00	558,243.72	557,547.87		473,915.69	473,707.58		208.11
303-2541	1	X10 -9473-003 APPR-580	42,000.00	44,327.80	44,327.80	85.00	37,678.63	37,678.63		
306-2513	1#	M -2691-002 APPR-W32	78,937.55	98,179.50	92,033.99	85.77	78,937.55	78,937.55		
309-2507	1#	M -3225-003 APPR-W32	227,953.54	253,335.62	278,569.65	81.83	227,953.54	227,953.54		
315-2519	1#	M -3920-002 APPR-W32	11,700.62	13,719.65	13,637.09	85.80	11,700.62	11,700.62		
315-2523	1	M -3920-004 APPR-W32	142,800.00	144,117.97	142,828.13	88.15	125,903.00	125,903.00		
315-2524	1#	RS -A368-002 APPR-075	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
315-2525	1#	M -2421-002 APPR-W32	172,192.52	195,273.89	195,273.89	88.18	172,192.52	172,192.52		
317-2516	1#	M -3650-002 APPR-W32	81,467.44	92,535.55	92,387.66	88.18	81,467.44	81,467.44		
320-2528	1	M -1140-002 APPR-W32	101,407.00	141,048.08	134,406.25	88.18	118,519.43	101,407.00	17,112.43 B	
320-2529	1	M -1308-001 APPR-W32	672,282.00	1,333.97	1,333.97	88.18	1,176.29	1,176.29		

1600

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

1-7-85

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 1-7-85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-2421(3)
COMPLETION DATE (Actual) 10-24-85	ACCEPTANCE DATE BY CONRTACT AGENCY 10-18-84	TIME ELAPSED 88 %	CONTRACT TIME 200 C.D

LOCATION

Columbus Avenue, City Street in Medford, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FOURTH STREET - TENTH STREET SECTION
COLUMBUS AVENUE
Grading, Paving, Signing, Illumination, & Signals

This project provided for the construction of roadway widening, treated base, asphalt concrete pavement, concrete walks, driveways, curbs and the installation of signs, illumination, and a multi-phase signal along a 0.31 mile section of city street. A contract in the bid amount of $209,534 was awarded Wildish Corvallis Construction Company on April 8, 1983. Work began on June 22, 1983 and was completed in reasonably close conformance with the plans and specifications, including approved changes, at a final cost of $241,884.77 which includes $206,021.93 for original bid item work, $2,202.12 for work completed under approved price agreements, $4,744.98 for approved force account work, $2,888.01 for approved State force work, and $2,602.73 for construction engineering.

A total of 184 calendar days were used to complete the work as compared to the 200 calendar days allowed under the contract. All significant overruns and underruns have been satisfactorily explained by the State. A copy of the explanations is attached to the Division Office copy of this report.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy

NOTED 1/15
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1-9-85	TITLE Field Operations Engineer	DATE 1/11/85

November 6, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9600

Gentlemen or Ladies:

On October 23, 1984, we wrote to you concerning release of final payment on Contract No. 9600 awarded to Wildish Corvallis Construction Co. for work on the Fourth Street-Tenth Street (Medford) Section of FAU 2421 in Jackson County.

Final payment on this contract is $1,639.82. The total contract amount is $212,969.03 including $4,744.98 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9600

t

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 4th St-10th St (Medford)
WEEK ENDING: July 28,1984
SECTION PREFIX: 315-1038
HIGHWAY: FAU 2421
COUNTY: Jackson
NAME OF JOB: 4th St-10th St (Medford)
KIND OF WORK: Grading, Paving, Signing, Illumination & Signals
CONTRACTOR: Wildish Corvallis Construction
CONTRACT NUMBER: 9600
FEDERAL AID PROJECT NUMBER: M-2421(3)
DATE OF CONTRACT: April 8,1983
DATE WORK STARTED: June 22, 1983
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 200
CALENDAR DAYS USED: 184
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $ 251,157.34
EXCLUSIVE OF ENGINEERING: $ 231,241.78
ENGINEERING AUTHORIZATION: $ 19,915.56
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 215,718.04
ENGINEERING COST TO DATE: $ 25,279.19
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -7 %
PERCENT OF AUTHORIZATION: 127 %
DATE PROJECT WAS COMPLETED: October 24, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.31	.31			.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.31	.31			.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	680	1,200			2,100
TOTAL QUANTITIES CORRECTED TO DATE	720	1,202			2,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	720	1,202			2,100
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 30 1984
CONSTRUCTION
CE E CAE ...... LS ...... TC ......
COE M OM ...... SA ...... CC ......
CA ...... FE ......
CAM ...... MA ......
CP ...... OCS /

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project has been completed, the semi-final estimate submitted. Subcontract needed to complete paperwork necessary for 3rd notification.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

~~Jackson Co~~ 9600

PROJECT MANAGERS NARRATIVE

On March 1,1983 Wildish Corvallis Construction Co. was awarded contract number 9600 for the grading,paving,signing,signals and illumination of .31 miles of FAU 2421 in the city of Medford.

The preconstruction conference was held in the Project Managers office on May 9,1983. At that time, the utility companies and city crews were moving their services to clear the construction area. The contractor said that nine subcontractors would be used on this project. They were:

1. Sims Electric of Medford-Signals & Illumination
2. Yurok Contractors-Flagging and General Excavation
3. Steve Wayne-Clearing and Grubbing
4. Coral Construction-Permanent Signing
5. Picollo Concrete Construction-Inlets and Curbs
6. Wildish Medford Construction-General labor
7. A&G Landscaping-Concrete Walks
8. Rogue River Paving-Paving
9. Modoc Rock- Labor & Hauling

On June 22,1983 the contractor began work on the project by installing posts for the temporary signing. No other work was done until July 11th. The contractor began work on the drainage at that time. On July 18th, they began asphalt and concrete removal on the right side of the project. The first cement treated base was placed on July 26,1983. The normal work method was to excavate one area at a time and then replace it with treated base on the same day. On August 1st, a subcontractor began work on the curb and gutter. This work was performed in conjunction with the grading and base operation. On August 15th, Sims Electric began excavations for the pole bases. The bases were poured on August 17th and 22nd. The electrical portion of the contract continued smoothly and the new poles were in place on September 19th and the existing poles were removed. Work continued on the sidewalk backfill and wiring,etc for the new signals until paving began on September 30,1983.

1 Verstecz ✓
Anderson
2 Adams A
B C4 Lisenab
Edwards
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Wakerlig

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JUN 5 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

At this time, the contractor elected to switch from concrete to asphalt treated base. The paving was completed on October 12,1984. Project cleanup, manhole adjustments,etc continued until October 24,1983 when the project was substantially complete and a second notification was submitted on that date. Several persistent drainage problems had to be corrected during the next three months. This work was incidental to the contract work and no time was charged. The contract took 184 of the alloted 200 calendar days, or 92% of the contract time.

There were five price agreements written during the course of the work. The first was to delete the density requirements. This was due to the restricted work areas and the contractors method of working. Density was not a problem. The second was to construct a concrete stairway from the back of the new sidewalk to an existing walk on an adjoining property. Price Agreement No.Three provided for the construction of a little more than one hundred feet of curb at the back of the sidewalk to act as a retaining wall. Price Agreement No.Four was to furnish and install ten-inch pipe because the specified 12-inch pipe did not have adequate cover in the existing road. These pipes were used in connecting existing inlets to new inlets. The final price agreement covered a number of revisions to the signal and illumination portion of the project. An additional conduit was installed at the citys request and a mast arm had to be shortened.

There was one extra work order written. This was to cover a number of changes in the grading and drainage. Some of the existing subgrade and asphalt was failing and had to be removed and replaced. An additional driveway with drainage had to be installed. A special inlet was also necessary to drain adjoining property.

There were five state force orders written. They were all of the standard type; striping,controller testing,etc. State force order no.Five was written in March of 1984 to change the mandatory right turn lane into a merge lane. This was done at the request of the city of Medford. This change did help the traffic flow at the intersection.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: 4th St-10th St(Medford)
HIGHWAY: FAU 2421
COUNTY: Jackson

CONTRACT NO: 9600
PREFIX: 315-1038
F.A.NO: M-2421(3)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	+OR-%
	BID ITEMS	$	209,534.00	205,882.11	-2
	PRICE AGREEMENTS	$		2,202.12	
	E.W.O.s(Unanticipated)	$		4,743.78	
	S.F.O.s(Unanticipated)	$		127.61	
	ANTICIPATED ITEMS	$	11,750.00	3,069.31	-74
	CONTINGINCIES	$	9,957.78		
	ENGINEERING	$	19,915.56	24,596.86	+24
	TOTAL	$	251,157.34	240,621.79	-4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

E.W.O.1.	Misc.Street Work	$	4,743.78

Some of the subgrade under the existing asphalt was failing and had to be removed and replaced under this extra work. An extra driveway and the accompanying draingage was also necessary to fulfill right of way obligations. This work was done as extra work. A manhole was deepened and a special inlet was also installed as a part of the extra work order.

9600

P.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

[illegible]

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Potter
FOR

orig to
6/4

7. DATE AUTHORIZATION EFFECTIVE 3/16/84

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
4th Street - 10th Street (Medford)

11. GENERAL DESCRIPTION OF WORK
Change mandatory right turn lane to a merge lane with appropriate change in signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/16/84 as requested in Mr. Fredrickson's letter of 5/18/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $450, Federal Funds $360.

14. DATE 5/29/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

92

rll

U. S. DEPARTMENT OF TRANSPOR .TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/21/83

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
4th Street - 10th Street (Medford)

11. GENERAL DESCRIPTION OF WORK
Construct lawn and apply bark mulch

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/21/83 as requested in Mr. Keasey's letter of 12/28/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $500 Federal Funds $425.

Orig to
1/20

RECEIVED
STATE HWY ENGR
JAN 20 84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 1/16/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M 2421(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE 10-21-83

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

4th Street-10th Street (Medford)

11. GENERAL DESCRIPTION OF WORK

Furnish and install "no parking" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization of 10-21-83 as requested in Mr. Keasey's letter of 12-13-83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $700, FF $595

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/22

14. DATE 12-16-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

315-1957

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD FROM 2/3/78 TO 2/1/83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-2421(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$47,091.40	$47,015.42	85.80%	$40,339.23	$40,339.23	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 5/26/83

SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4th St.-10th St. (Medford) Section City St. in Jackson County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Straam Engineers Inc.	All	Required		$12,000.00	
	State	All	Required		35,015.42	
	Total Participating Preliminary Engineering				$47,015.42	
	Nonparticipating Project Cost					
	State	All	Required		75.98	
	Total Project Cost				$47,091.40	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/2/83					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY -- EXPENDITURES & LEDGERS                                      MAY 1983         PAGE  852

                                                                                FISCAL           GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F  GR  CURRENT MONTH   YEAR TO DATE          TO DATE
                          315    1956     901     00 P 1                                          28,936.63
                          315    1956     901     00 N 1                          22.80              255.96
                          315    1956     903     00 P 1                                              51.78
                          315    1956     905     00 P 1                                           4,893.26
                          315    1956     909     00 P 1                                           4,524.35
                          315    1956     910     00 P 1                                           3,520.96
                          315    1956     911     00 P 1                                             259.40
                          315    1956     913     00 P 1                                             131.52
                          315    1956     914     00 P 1                                             332.25
                          315    1956     918     00 P 1                                             152.40
                          315    1956     920     00 P 1                                             354.62
                          315    1956     921     00 P 1                                           1,840.57
                          315    1956     922     00 P 1                                              35.14
                          315    1956     923     00 P 1                                             225.67
                          315    1956     950     00 P 1                                              62.75
                                          TOT        P1                                           45,380.60
                                          TOT        N1                           22.80              255.96
                                       ** JOB TOTALS **                 **        22.80   **      45,636.56  **

4TH-10TH S., MEDFORD        CONT NO    * FA PROJ NOS M    2421001 100                                             STATE
                          315    1957     295     00 N 9  Tr. City                                 1,115.00
                          315    1957     296     00 N 9  "  St                                   37,738.00CR
                          315    1957     298     00 N 9  "  Fed.                                 36,623.00
                          315    1957     901     00 P 1 Proj. Mgr. 187.01CR          69.32         8,151.17
                          315    1957     901     00 N 1  "   "                                       75.98
                          315    1957     904     00 P 1 Cons. Fee                                12,000.00
                          315    1957     905     00 P 1 Fin. Des.   88.29CR         214.40         8,303.58
                          315    1957     906     00 P 1 Br. Des                                   3,190.61
                          315    1957     907     00 P 1 Pre. Des                                    175.44
                          315    1957     909     00 P 1 R/w Desc.                   119.08         1,438.07
                          315    1957     910     00 P 1 Reg. Geol.                                  926.96
                          315    1957     911     00 P 1 Tr. Sec.                    150.67         5,410.71
                          315    1957     913     00 P 1 R/w Liais.                                   37.06
                          315    1957     914     00 P 1 Reg. Ut. Liais.                             520.40
                          315    1957     920     00 P 1 Prog. Sec.                                   96.83
                          315    1957     921     00 P 1 Specs.       3.35CR       1,530.94         3,628.94
                          315    1957     922     00 P 1 Adm. Serv.                   53.93            53.93
                          315    1957     923     00 P 1 Env. Sec.                   348.61         3,038.02
                          315    1957     932     00 P 1 R/w Ut. Engr.  .83CR         43.70            43.70
                                          TOT        P1             320.48CR       3,030.65        47,015.42
                                          TOT        N1                                               75.98
                                       ** JOB TOTALS **             320.48CR**     3,030.65   **   47,091.40  **

3RD-6TH ST CENTRAL POINT    CONT NO    * FA PROJ NOS SOS 1502001 100                                          STATE
                          315    1961     295     00 N 9                                           1,000.00
                          315    1961     296     00 N 9                                           8,700.00CR
                          315    1961     298     00 N 9                                           7,700.00
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/23/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
312-1901	1#	OS -1201-001 APPR-627	8,374.61	10,710.59	10,710.59	78.19	8,374.61	8,374.61		
314-1991	1	SOS -1401-001 APPR-680	6,900.00	8,420.97	8,292.86	85.80	7,115.27	6,900.00	215.27 B	
315-1938	1#	M -3920-001 APPR-W32	22,209.20	26,065.26	25,884.85	85.80	22,209.20	22,209.20		
315-1946	1#	M -2471-001 APPR-W32	5,336.79	6,224.38	6,220.04	85.80	5,336.79	5,336.79		
315-1953	1#	M -000C-005 APPR-W32	47,777.65	55,684.91	55,684.91	85.80	47,777.65	47,777.65		
	9			55,684.90						
315-1953	PREFIX TOTALS		47,777.65	111,369.81	55,684.91		47,777.65	47,777.65		
15-1956	1#	M -3920-003 APPR-W32	38,936.55	45,636.56	45,380.60	85.80	38,936.55	38,936.55		
315-1957	1#	M -2421-001 APPR-W32	40,339.23	47,091.40	47,015.42	85.80	40,339.23	40,339.23		
315-1961	1#	SOS -1502-001 APPR-680	7,700.00	11,086.26	8,977.50	85.77	7,700.00	7,700.00		
315-1963	1	M -2470-001 APPR-W32	11,450.00	260.38	260.38	85.77	223.33	223.33		
315-1964	1	RRP -000S-015 APPR-139	1,800.00	103.78	103.78	90.00	93.40	93.40		
315-1976	1	RRP -3875-001 APPR-139	1,800.00	188.66	188.66	90.00	169.79	169.79		
315-1981	1	M -2420-001 APPR-W32	25,828.00	30,839.36	30,839.36	88.15	27,184.90	25,828.00	1,356.90 B	
315-1991	1	PMS -000S-107 APPR-140	15,110.00	5,124.13	5,124.13	100.00	5,124.13	5,124.13		
317-1916	1	RR00-000S-013 APPR-686	675.00	273.63	273.63	90.00	246.27	246.27		
317-1919	1	RRS -3685-001 APPR-138	450.00	272.53	272.53	90.00	245.28	245.28		
317-1925	1#	RRS -3625-001 APPR-138	235.43	261.59	261.59	90.00	235.43	235,43		
17-1927	1	M -3650-001 APPR-W32	46,624.00	57,073.39	56,713.74	88.15	49,993.16	46,624.00	3,369.16 B	
318-1936	1#	RRS -2221-002 APPR-138	2,283.58	2,563.99	2,537.31	90.00	2,283.58	2,283.58		
318-1959	1#	RRS -2250-001 APPR-138	58.68	65.20	65.20	90.00	58.68	58.68		
318-1963	1#	BROS-1801-001 APPR-117	8,701.54	10,876.93	10,876.93	80.00	8,701.54	8,701.54		
320-1901	1	RRP -000S-041 APPR-139	1,800.00	832.63	832.63	90.00	749.37	749.37		
320-1902	1	PMS -000S-106 APPR-140	5,200.00	3,014.89	3,014.89	100.00	3,014.89	3,014.89		
320-1903	1	RRP -000S-043 APPR-139	1,800.00	479.54	479.54	90.00	431.59	431.59		
320-1914	1	TOR -1007-002 APPR-780	140,008.00	76,378.53	76,378.53	100.00	76,378.53	76,378.53		

9600

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

5-45

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Jackson

Project No.: M-2421(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Columbus Ave. (Medford)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 251,157.00	FEDERAL FUNDS $ 221,394.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry G. Potter

Manager, Program Section
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 4 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. M-2421(3)

4th St.-10th St. (Medford) Section
FAU 2421 (Columbus Ave.)
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 2+20 to Sta. 18+70)

Mobilization		All Required	$ 13,500.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	310 Sq. Ft.	4.30	1,333.00
Temporary Barricades	10 Each	50.00	500.00 ~~5,000.00~~
Flagmen	400 Hour	10.00	4,000.00
Removal of Structures and Obstructions		All Required	1,200.00
General Excavation	680 Cu. Yd.	10.00	6,800.00
Trench Excavation	80 Cu. Yd.	1.00	80.00
Treated Base	1,200 Ton	21.00	25,200.00
Class "B" or Class "C" Asphalt Concrete	2,100 Ton	27.75	58,275.00
12-inch Sewer Pipe	224 Lin. Ft.	20.00	4,480.00
Extra for Pipe Under Pavement	90 Lin. Ft.	6.50	585.00
Concrete Manholes	2 Each	800.00	1,600.00
Concrete Inlets, Type CG-1	4 Each	430.00	1,720.00
Concrete Walks	435 Sq. Yd.	10.00	4,350.00
Concrete Driveways	110 Sq. Yd.	15.00	1,650.00
Concrete Curbs	1,500 Lin. Ft.	6.00	9,000.00
Extra for Asphalt Approaches	13 Each	190.00	2,470.00
Adjusting Manholes	9 Each	100.00	900.00
Capping Inlets	2 Each	175.00	350.00
Removal of Existing Signs		All Required	200.00
Wood Sign Posts		All Required	4,200.00
Type "C" and "D" Signs in Place	55 Sq. Ft.	9.50	522.50
Type "EE" signs in Place	6 Sq. Ft.	11.00	66.00
Type "T" Signs in Place	45 Sq. Ft.	14.50	652.50
Move and Reinstall Existing Signs		All Required	700.00
			$ 145,334.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,000.00
Temporary Pavement Striping	All Required	1,800.00
Bikeway Signs	All Required	200.00
Bikeway Striping & Legend	All Required	200.00
Construct Seeded Lawn	All Required	300.00
Construct Sod Lawn	All Required	500.00
Bark Mulch	All Required	200.00
		$ 9,200.00
	Subtotal	$ 154,534.00
	Engineering	20,862.00
	Total	$ 175,396.00

Type Code Y030
Illumination

Pole Foundations	All Required	$ 3,900.00
Roadway Lighting Poles and Bracket Arms	All Required	5,700.00
Luminaires and Ballasts	All Required	1,400.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	7,000.00
	Subtotal	$ 18,000.00
	Engineering	2,430.00
	Total	$ 20,430.00

Type Code Y031
Signal (1 Location)

Traffic Signal Installation, Complete	All Required	$ 44,600.00
Fire Pre-emption System, Complete	All Required	1,600.00
		$ 46,200.00

Anticipated Items

Signal Controller Testing and Turn-on	All Required	$ 1,750.00
"OPTICOM" Testing	All Required	800.00
		$ 2,550.00
	Subtotal	$ 48,750.00
	Engineering	6,581.00
	Total	$ 55,331.00

Length of Project ------ 0.00 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$ 175,396.00	$ 154,611.00	$ 10,392.00	$ 10,393.00
Illumination	20,430.00	18,009.00	1,210.00	1,211.00
Signal	55,331.00	48,774.00	3,278.00	3,279.00
Total	$ 251,157.00	$ 221,394.00	$ 14,880.00	$ 14,883.00

Group 1 95%; Group 8 5%
Contract No. 9600
Prefix: 315-1957
Prefix: 315-1038

9600

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: 776-7485

March 11, 1983

Mr. D. E. Swan, P.E.
Acting Program Section Manager
State Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

Enclosed herewith is City of Medford check No. 012408 in the amount of $21,015.00.

This is the City's advance deposit for the 4th Street-10th Street section of Columbus Avenue project as requested in your letter of March 1, 1983.

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf
Atch

CC: Jack Ayres

THE CITY OF MEDFORD
MEDFORD, OREGON

No. 012408 U

24-22/1230 25

DATE
3-10-83

PAY REGISTERED $21015 and 00 cts

AMOUNT
$21,015.00

TO THE ORDER OF 68940 * OR State/Dept Transportation
Highway Division
Transportation Building
Salem OR 97310

XXXXX Fin. Dir.

RECORDER

⑈012408⑈ ⑆123000220⑆ 025 0003 050⑈

9620

March 1, 1983

Mr. Robert O. Kortt
City Traffic Engineer
City of Medford
411 W. Eighth Street
Medford, Oregon 97501

Dear Mr. Kortt:

On February 24, 1983 we received a satisfactory bid from Wildish Corvallis Construction Co., P.O. Box 7428, Eugene, Oregon 97401 for the 4th Street-10th Street Section of Columbus Avenue in Medford.

And as described in our Agreement No. 2761, the City should now submit an advance deposit for its share of the project costs:

CONSTRUCTION:	
Contractor's Bid	$209,534.00
Anticipated Additional Items:	11,750.00
SUBTOTAL	$221,284.00
Contingencies (4 1/2%)	9,957.78
Engineering (9%)	19,915.56
Estimated Construction Cost	$251,157.34
CITY SHARE (6% of $251,157.34) = $15,070	
RIGHT OF WAY:	
Estimated R/W Cost	$176,000.00
City Share (6% of $176,000)	10,560.00
Less: City Deposit (3-19-81)	6,800.00
BALANCE OF CITY SHARE	$ 3,760.00
PRELIMINARY ENGINEERING:	
Estimated PE Cost, Revised	$ 50,000.00
City Share (7% of $50,000)	3,500.00
Less: City Deposit (2-16-78)	1,315.00
BALANCE OF CITY SHARE	$ 2,185.00

TOTAL ADVANCE DEPOSIT:
$15,070 + $3,760 + $2,185 = $21,015

We will award the contract when we receive your advance deposit in the amount of $21,015, which should arrive not later than March 18, 1983. You may use one of the three options for payment described in the attachment.

3-14-83
Rec'd check
21,015.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Acting Program Section Manager

KEH:pf
Attachment
bcc w/AD # 83-10: Jack Ayres, Region 3
Vern Skoog - Please RETURN completed AD #83-10 when advance deposit is received.

HIGHWAY DIVISION - ODOT

LOC 3

FILES

February 23, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 24, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1983 on the following projects:

1. Corvallis/Newport Highway @ 13th Street (Philomath)
   Benton County
   Traffic Signals

   Pedestrian signals and sidewalks are being installed for pedestrian and bicycle use.

2. Pacific Highway West @ Main Street (Tigard)
   Washington County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Oregon City-New Era (M.P. 13.18-13.38 & M.P. 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection

   Same as No. 2.

4. Rainier Slide
   Columbia River Highway
   Grading and Paving

   Slide correction. Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Umpqua River Bridge (Reedsport)
   Oregon Coast Highway, Douglas County
   Painting

   Same as No. 2.

6. 4th Street-10th Street (Medford)
   Columbus Avenue, Jackson County
   Base and Paving

   Multi-lane construction with four-foot bike lanes and five-foot sidewalks.

7. Thornton Creek Section
   Corvallis-Newport Highway, Lincoln County
   Grading and Paving

   Bridge to be replaced by structural plate pipe. Road work only in conjunction with above work. Twelve-foot lanes with four-foot shoulders.

   Same as No. 4.

8. Sunset Highway-Leahy Road
   SW Barnes Road, Washington County
   Grading, Paving and Signals

   Multi-lane construction. Four-foot bike lanes, five-foot sidewalk and pedestrian signals will be established on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
D. A. Ridings
George Bell

9600

OREGON STATE HIGHW DIVISION
120 DOT Building
Salem, Oregon 97310

H way # 715

2-16-83

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2421(1)(2) Prefix 315-195

Project Name 4th St. - 10th St. (Medford)
Columbus Ave

Regarding the above referred to federal aid project, we hereby certify th to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within th existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 16 1983

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 16th day of Feb., 1983

All Right-of-Way purchases and Relocations were conducted by the Region III R/W Office, State of Oregon, Department of Transportion, Highway Division.

City of

Certified By:

Regional Right-of-Way Supervisor
Date 2/16/83

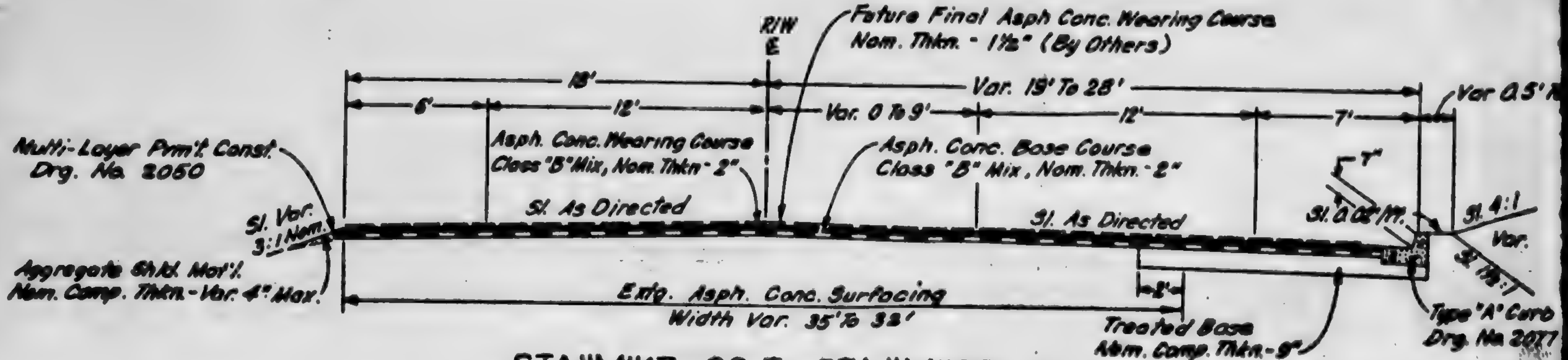
Mayor

City Recorder

Instructions: Complete A or B and C.

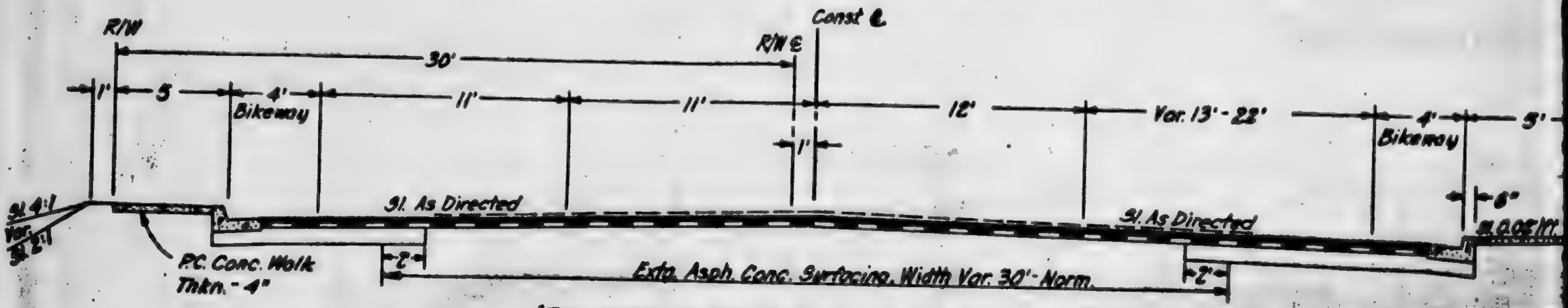
PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
FEB 17 1983
REFERRED TO
FOR
FILE: PM FA LG.

T Y P I C A L S E



R/W ℄
Future Final Asph Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
18'
Var. 19' To 28'
Var. 0.5'
6'
12'
Var. 0 To 9'
12'
7'
Multi-Layer Prm't. Const. Drg. No. 2050
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
Sl. Var. 3:1 Nom.
Sl. As Directed
Sl. As Directed
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1
Aggregate Shld. Mat'l. Nom. Comp. Thkn. - Var. 4" Max.
Extg. Asph. Conc. Surfacing Width Var. 35' To 32'
8"
Treated Base Nom. Comp. Thkn. - 9"
Type "A" Curb Drg. No. 2077

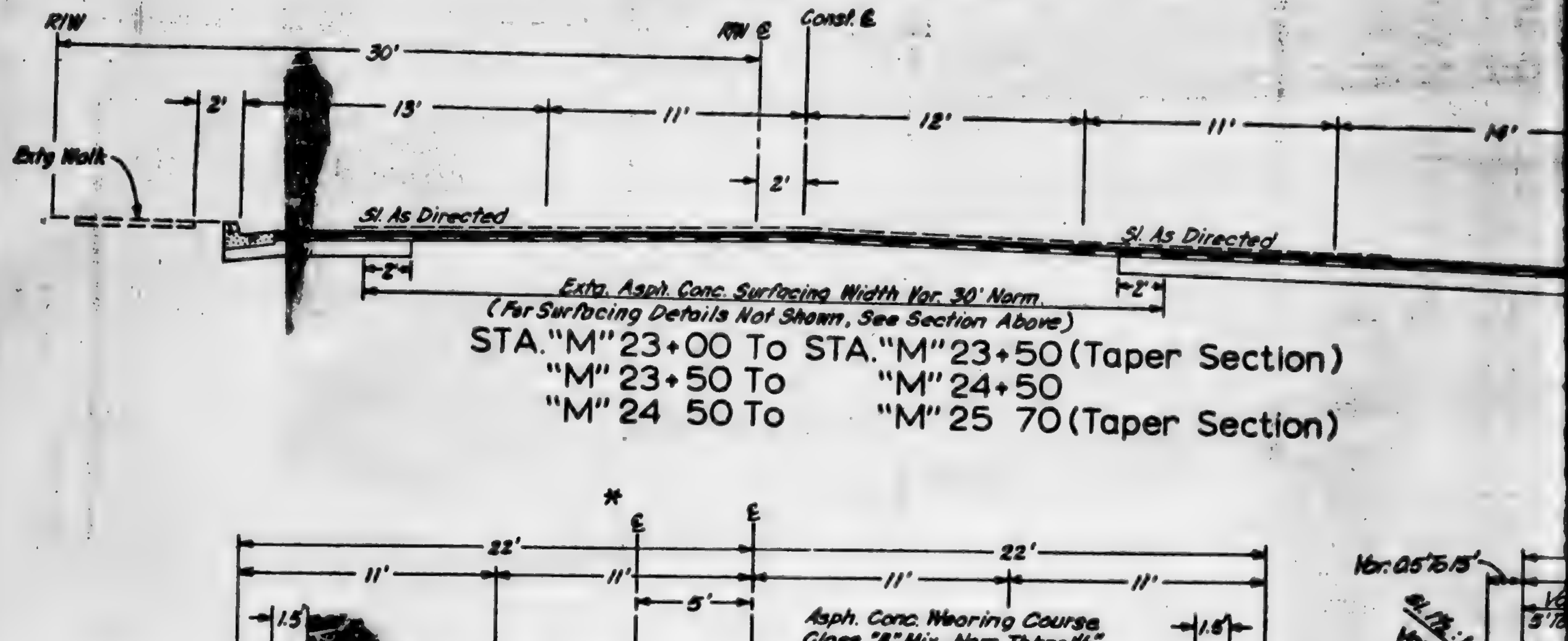
STA."M"17+00 To STA."M"20+00



R/W
Const ℄
R/W ℄
30'
1'
5
4'
Bikeway
11'
11'
1'
12'
Var. 13' - 22'
4'
Bikeway
5'
6"
Sl. 4:1
Var.
Sl. 2:1
Sl. As Directed
Sl. As Directed
Sl. 0.02'/ft.
P.C. Conc. Walk Thkn. - 4"
2'
Extg. Asph. Conc. Surfacing Width Var. 30' - Norm.
2'

(For Surfacing Details Not Shown, See Section Above)

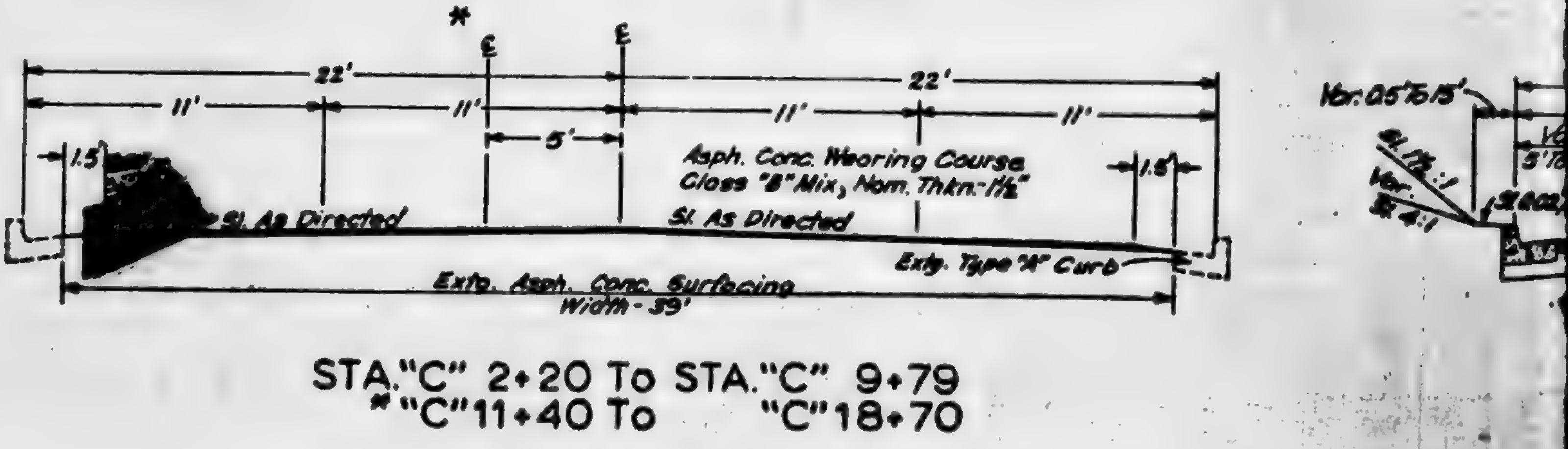
STA."M"20+00 To STA."M"23+00



R/W
R/W ℄
Const. ℄
30'
2'
13'
11'
12'
11'
14'
2'
Extg Walk
Sl. As Directed
Sl. As Directed
2'
Extg. Asph. Conc. Surfacing Width Var. 30' Norm.
2'

(For Surfacing Details Not Shown, See Section Above)

STA."M"23+00 To STA."M"23+50 (Taper Section)
"M"23+50 To "M"24+50
"M"24 50 To "M"25 70 (Taper Section)



*
℄
℄
22'
22'
11'
11'
11'
11'
5'
1.5'
1.5'
Var. 0.5' To 1.5'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 1½"
Sl. As Directed
Sl. As Directed
Extg. Type "A" Curb
Sl. 1½:1
Var.
Sl. 4:1
Extg. Asph. Conc. Surfacing Width - 39'

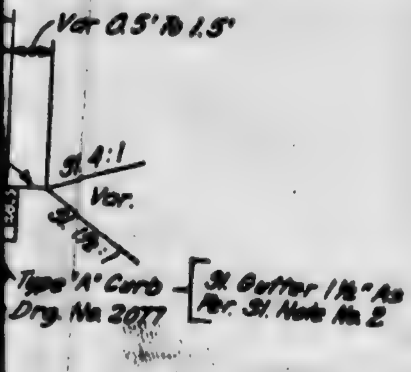
STA."C" 2+20 To STA."C" 9+79
* "C"11+40 To "C"18+70

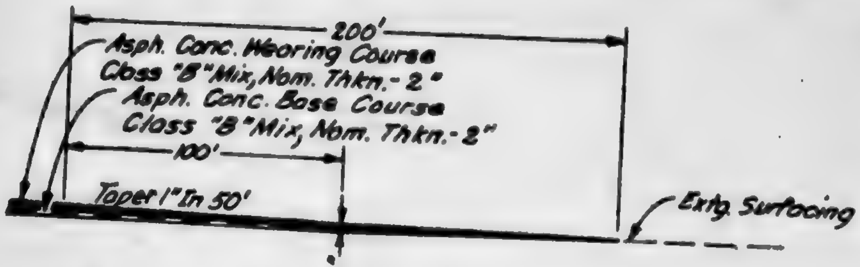
R/W Map 15-4-679

Cole, Bonner, Wetzel

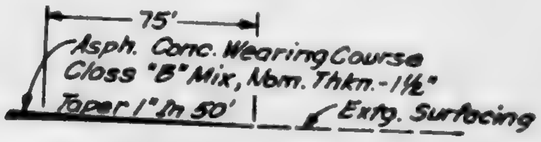
SECTIONS

4TH ST.–10TH ST. (MEDFORD) SEC. FAU 2421 (COLUMBUS AVE.) JACKSON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Var. 0.5' To 1.5'
Sl. 4:1
Var.
Sl. 1½:1
Type "A" Curb Drg. No. 2077
Sl. Gutter 1½" As Per Sl. Note No. 2

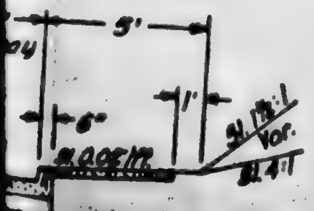

200'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.- 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.- 2"
100'
Taper 1" In 50'
Extg. Surfacing

STA."M"15+00 To STA."M"17+00
"M"25+70 To "M"27+70

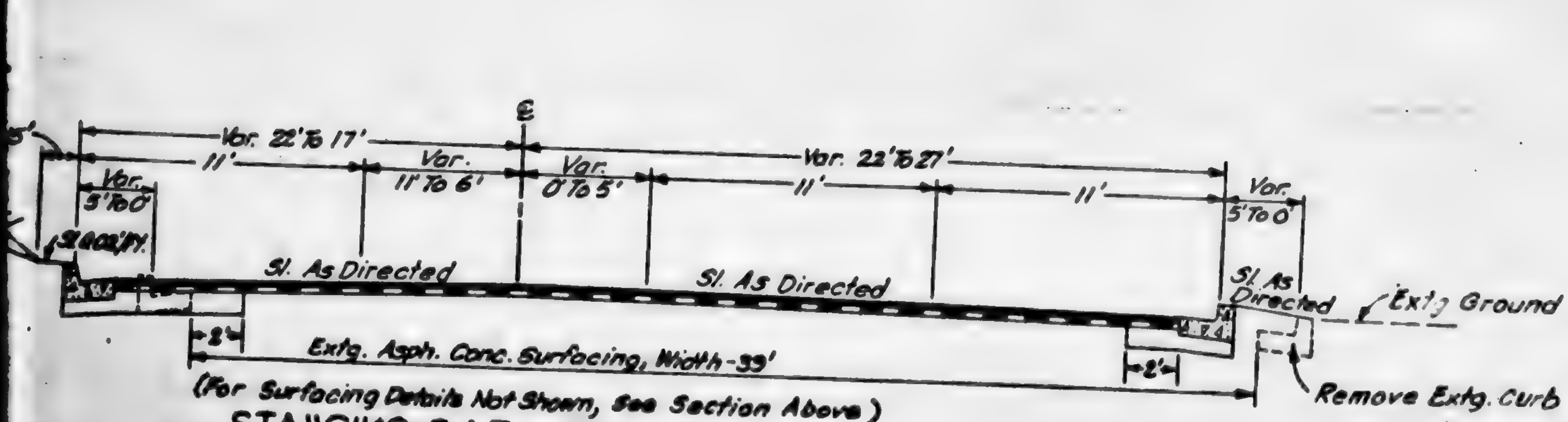

75'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Taper 1" In 50'
Extg. Surfacing

STA."C"1+55 To STA."C" 2+20
"C"18+70 To "C"19+45

METHOD OF FEATHERING


5'
6"
1'
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1

14'
5'
1'
Sl. 0.02'/Ft.
Sl. 4:1


℄
Var. 22' To 17'
11'
Var. 11' To 6'
Var. 0' To 5'
Var. 22' To 27'
11'
11'
Var. 5' To 0'
Var. 5' To 0'
Sl. 0.02'/Ft.
Sl. As Directed
Sl. As Directed
Sl. As Directed
Extg. Ground
2'
2'
Extg. Asph. Conc. Surfacing, Width-39'
Remove Extg. Curb

(For Surfacing Details Not Shown, See Section Above)

STA."C"10+34 To STA. "C"11+40

1600

2-7-83

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section
2A	Pipe Data
2B	Summary & Details
3	Plan

Temporary Protection & Direction of Traffic is being written in spec.

STATE OF

DEPARTMENT OF T

STATE HIGHWA

PLANS FOR PROPO

4 TH ST.-10 TH ST.

FAU 2421 (COLU

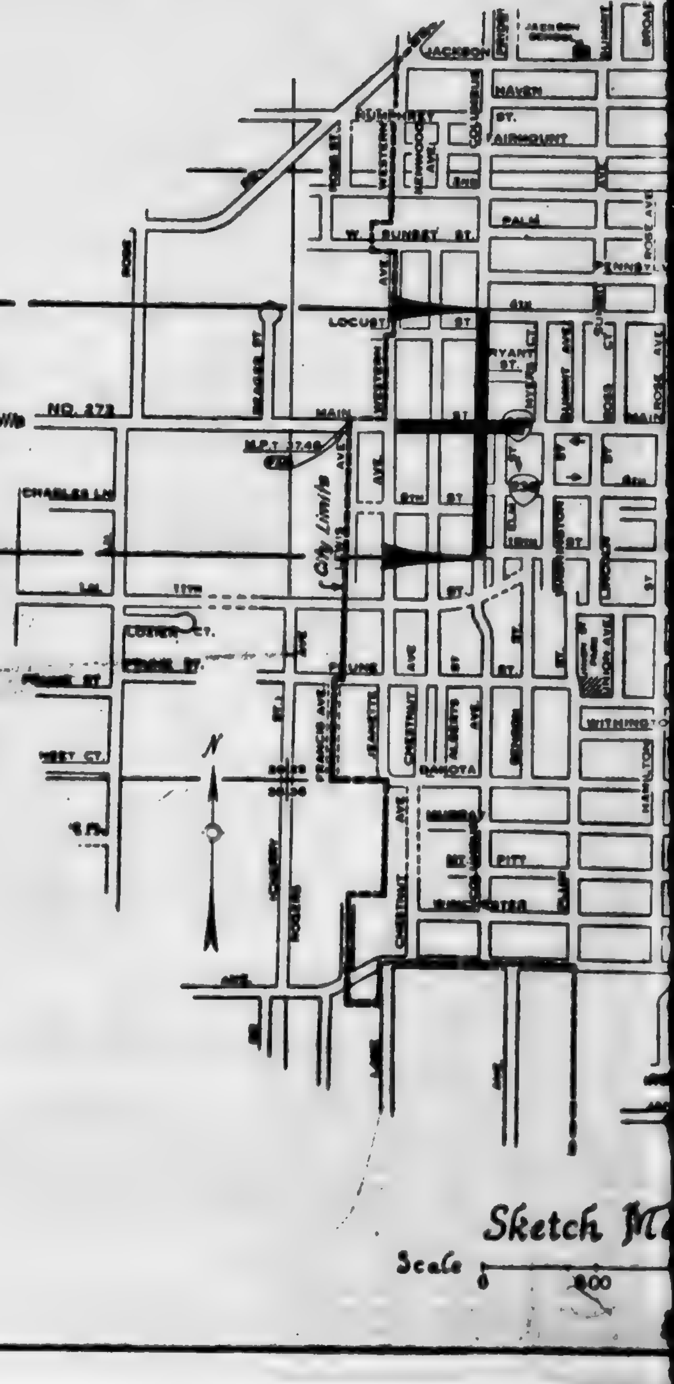
JACKSON C

BEGINNING OF PROJECT

Sta. 2+20

END OF PROJECT

Sta. 18+70


JACKSON
JACKSON SCHOOL
BROAD
HAVEN
HUMPHREY
ST.
AIRMOUNT
ROSE ST.
WESTERN
NEWWOOD AVE.
COLUMBUS
PALM
W. SUNSET ST.
ROSE AVE.
PENNSYLV
AVE.
4TH
LOCUST ST
BRYANT ST.
SUMMIT AVE.
ROSE AVE.
MAIN
To Jacksonville
NO. 273
M.P.T. 37.46
WESTERN
CHARLES LN
City Limits
9TH ST
10TH ST
11TH
ST
CORNER CT.
PLUNE
PRAIRIE ST
WEST CT.
N
FRANCIS AVE.
CHESTNUT
ALBERTS AVE.
DAKOTA
WITHINGTON
HAMILTON
MURRAY
PITT
WINCHESTER
Sketch M
Scale 0 800

S-5

4TH ST.-10TH ST. (MEDFORD) SEC. FAU 2421 (COLUMBUS AVE.) JACKSON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAUS

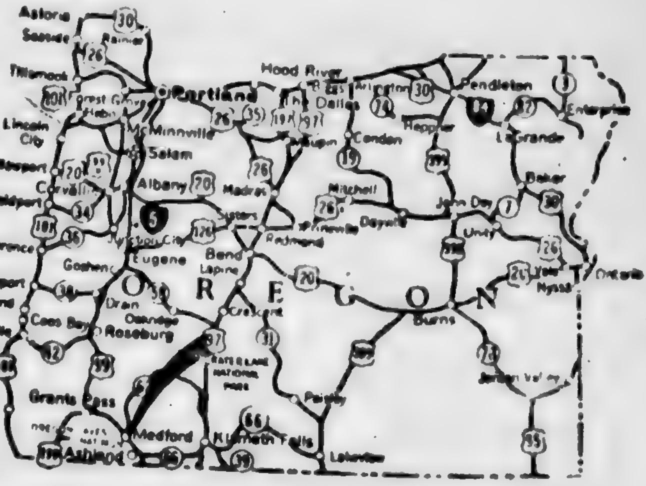
PRELIMINARY COPY
SEP 9 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

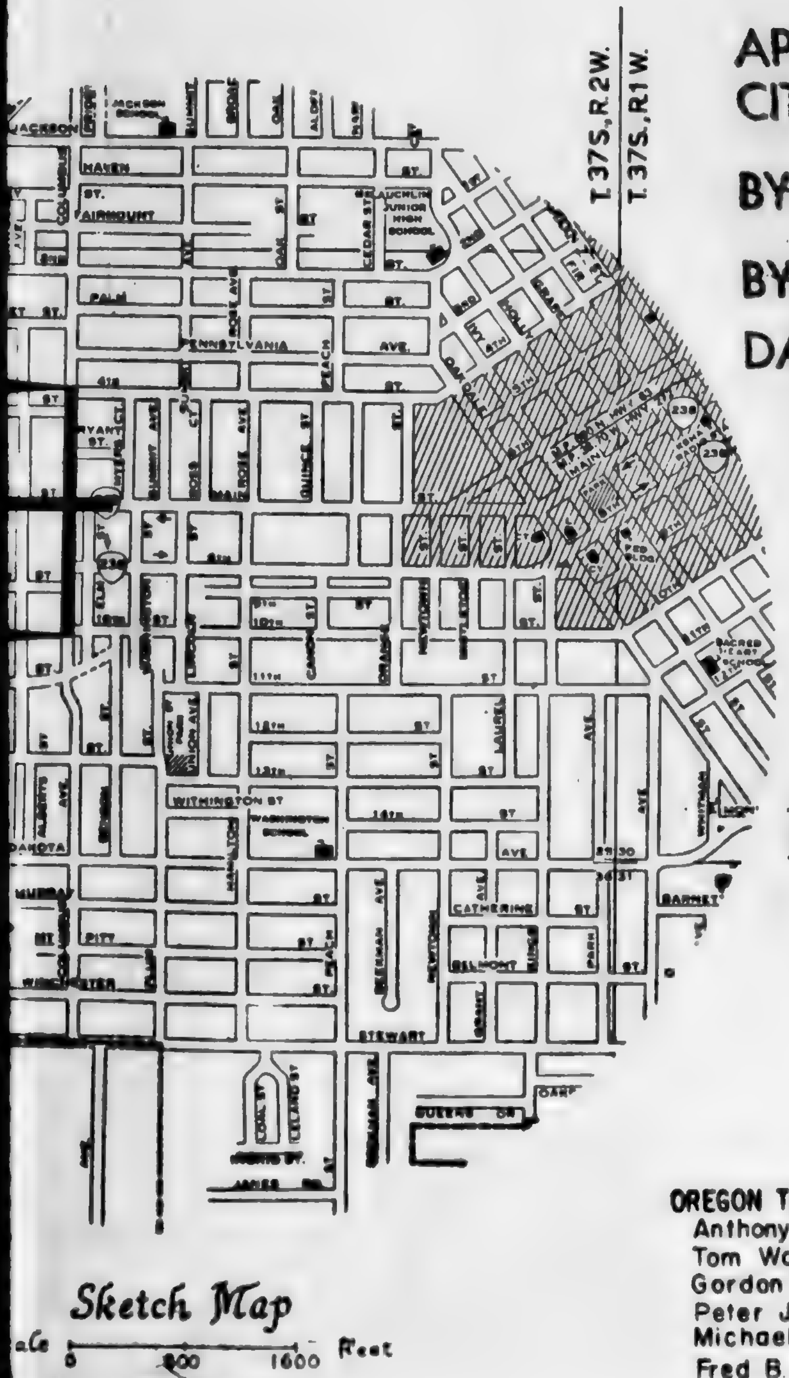
AS REVISED

TH ST. (MEDFORD) SEC.
21 (COLUMBUS AVE.)
JACKSON COUNTY


Astoria
Seaside
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Baker
Lincoln City
McMinnville
Salem
Newport
Corvallis
Albany
Madras
Condon
Heppner
John Day
Waldport
Florence
Eugene
Bend
Redmond
Prineville
Burns
Nyssa
Ontario
Reedsport
North Bend
Coos Bay
Roseburg
Coquille
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N

APPROVED
CITY OF Don Walker
BY ~~MAYOR~~ City Engineer
BY ~~RECORDER~~
DATE 2-9-83

PRELIMINARY COPY
SUBJECT TO CHANGE


T.37S.,R.2W.
T.37S.,R.1W.
JACKSON
HAVEN
FAIRMOUNT
McLOUGHLIN JUNIOR HIGH SCHOOL
PALM
PENNSYLVANIA
WITHINGTON ST
WASHINGTON SCHOOL
DAKOTA
MURRAY
CATHERINE
BELMONT
STEWART
BARNETT
QUEENS
SACRED HEART SCHOOL
MAIN
238
0 800 1600 Feet

Medford

Sketch Map

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

9600

Section 4th St. - 10th St. (Medford) Programming Estimate $ 311,000
Highway FAU 2421 (Columbus Ave.) Project Length 0.31 mi.
County JACKSON 2-4-83 Completion Time 200 CD
Kind of Work Grading, Paving, Signs, Illum., Sigs. Est. Comp. Date Oct. 12, '83
Prefix 315 - 1957 Letting Date Feb. 24, '83 Project No. M-2421(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 262,190^{50}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	6,000	
Temporary Pavement Striping.	1,800	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 11,750^{00}
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing & Turn-on	1,750	
"OPTICOM" Testing	800	
Bikeway Signs	200	
Bikeway Striping & Legend	200	
________		
Construct Seeded Lawn	300	
Construct Sod Lawn	500	
Bark Mulch	200	
________		
Adjust Utilities:		
________		
________		

	Subtotal	$ 273,940^{50}
Contingencies (4-1/2%)		12,327^{32}
Engineering (8, [✓ 9,] 10%)		24,654^{65}
	~~Subtotal~~	$
Credit for ________		
Estimated Net Authorization, Construction		$ 310,922^{47}

APPROVED

____
Road Design Engineer

2-4-83
2 cy to Jack Ayres
KEH

Rev. 11/81

SUMMARY—BID SCHEDULE—COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: 4th St. - 10th St. (Medford)
County: JACKSON
Sheet 1 of 3
Kind of Work: Grading, Paving, Traffic Signals
Length: 0.31 mi.
Date: 10- 5
Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(6%)	15,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	3,322-
3	Temporary Signs		Sq. Ft.	310	6-	1,860-
4	Temporary Barricades		Each	10	125-	1,250-
5	Flagmen		Hour	400	22-	8,800-
	ROADWORK					
6	Removal of Structures					
	and Obstructions		All	All	-	5,000-
7	General Excavation		Cu. Yd.	680	9$^{\underline{00}}$	6,120-
8	Trench Excavation		Cu. Yd.	80	20-	1,600-
9	Treated Base ~~Mixture~~		Ton	1,200	26-	31,200-
~~10~~	~~Cement in Treated Base Mixture~~		~~Ton~~	~~65~~	~~174-~~	~~11,310-~~
10	Class "B" or Class "C" Asphalt					
	Concrete		Ton	2,100	30-	63,000-
11	12-inch Sewer Pipe		Lin. Ft.	224	18-	4,032-
12	Extra for Pipe Under Pavement		Lin. Ft.	90	15-	1,350-
13	Concrete Manholes		Each	2	1,500-	3,000-
14	Concrete Inlets, Type CG-1		Each	4	450-	1,800-

734-1736 (6-81)

SUMMARY—BID SCHEDULE

OREGON STATE HIGHWAY DIVISION

Section: 4th St. - 10th St. (Medford)	County: JACKSON	Sheet 2 of 3	
Kind of Work: Grading, Paving, Traffic Signals	Length: 0.31 mi.	Date: 10-5	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
15	Concrete Walks		Sq. Yd.	435 ~~370~~	12^{50}	$5,437^{50}$ ~~4,625~~
16	Concrete Driveways		Sq. Yd.	110	16^{50}	1,815-
~~18~~	~~Sidewalk Ramps~~		~~Each~~	~~13~~	~~300-~~	~~3,900-~~
17	Concrete Curbs		Lin. Ft.	1,500	6^{50}	9,750-
18	Extra for Asphalt Approaches		Each	13	150-	1,950-
19	Adjusting Manholes		Each	9	250-	2,250-
20	Capping Inlets		Each	2	300-	600-
	SIGNING					
21	Removal of Existing Signs		All	All	-	650-
22	Wood Sign Posts		All	All	-	3,000-
23	Type "C" and "D" Signs in Place		Sq. Ft.	55 ~~36~~	12-	660-
24	Type "EE" Signs in Place		Sq. Ft.	6	14-	84-
25	Type "T" Signs in Place		Sq. Ft.	45	14-	630-
26	Move and Reinstall Existing Signs		All	All	-	900-

734-1736 (8-81)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section 4th St. - 10th St. (Medford)	County JACKSON		Sheet 3 of 3
Kind of Work Grading, Paving, Traffic Signals	Length 0.31 mi.	Date 10-5	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	ILLUMINATION					
27	Pole Foundations		All	All	-	5,000-
28	Roadway Lighting Poles and					
	Bracket Arms		All	All	-	8,000-
29	Luminaires and Ballasts		All	All	-	3,000-
30	Switching, Conduit, Wiring,					
	Lamps, Etc.		All	All	-	19,000-
	TRAFFIC SIGNALS					
31	Traffic Signal Installation,					
	Complete		All	All	-	45,930-
32	Fire Pre-emption System,					
	Complete		All	All	-	6,200-

734-1736 (8-81)

6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-2-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

4th Street - 10th Street (Medford) Section

11. GENERAL DESCRIPTION OF WORK

Channelization, illumination and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$6,000
Temporary Pavement Striping S.F.	$1,800
Signal Controller Testing and Turn On S. F	$1,750
OPTICOM Testing S. F.	$ 800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/31/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $310,921 Federal Funds $274,073.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Swan
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig w/att. to
2/15

14. DATE 2/2/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 1-79)

PREVIOUS EDITIONS MAY BE USED

1600

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 17, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 80130
Project No. M-2421(3)
4th St.-10th St. (Medford) Section
Jackson County

Attached support data consists of PR-1 forms and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 24, 1983.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments
cc: Alfred Shirley, Jr. (Region 3)
Gary Zehner w/att.
General Files

Form 734-3122

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID** (PP
DATE SUBMITTED TO W.O.	January 17, 1983	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Columbus Ave. (Medford) 21 65	**ADT**	PRESENT 8,400	FUTURE ----- (66) (70)	YE (71

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Channelization, Illum., T. Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. U	FEDERAL- 2421

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	 FEDERAL FUNDS 88.18%
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE) TOPICS Y008 Y030 Y031		"4th St.-10th St. (Medford) Section"	0.00	311,000	274,200

CARD	CODE	PREPARED BY				
1	1	JLG	PROJECT TOTALS	0.00	311,000	274,200
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24)

PROGRAM APPROVAL DATES

1-19-78
9-25-81

3151957

Budget Bureau No. 41-R2067; Approval Expires February 2

PR-1

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

January 17, 1983

edford)	**ADT**	PRESENT 8,400	FUTURE -----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 8013

FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 2421	SEQ. NO. (3)	I. Projects On POST MI.	DESI

ystem	COUNTY NAME Jackson			CODE 029
rd	ROUTE NO. U	FEDERAL-AID 2421	STATE Street	U.S. ----

PROGRAM STAGE

☐ 1 OR ☐

INI ription)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK *(Full description)*
th St. Section"	0.00	311,000	274,200	18,400	18,400	ROW-60' normal; Access Control-no Parking Restricti complete.
PROJECT TOTALS	0.00	311,000	274,200	18,400	18,400	

REMARKS

Additional Data: Item No. 80130; Project Nos. M-2421(1) & (2).

Project Data: The project consists of the following:

1) Columbus Ave. ---- high-type pavement overlay existing 44-foot curbed section.

2) Main St. --------- Channelize to provide left and right turn lanes for east bound traffic at Columbus and Elm which requires grade, drain, high-type pave, construction of curbs and 5-foot concrete walks.

3) Columbus @ Main--- replace existing traffic control signal with a multi-phase installation.

4) Install illumination as directed.

5) Adjust utilities as required and perform incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-City agreement No. 2761 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 11/16/77.

Data for PR-37:

Type Code Y008 (Channelization) -------------------------- $206,500
Type Code Y030 (Highway Lighting) ------------------------ $ 42,000
Type Code Y031 (Signal) ---------------------------------- $ 62,500

Note: Project is in Congressional District No. 4.

9650

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project 4th Street-10th Street (Medford)	Preparer Lee Doss
Highway FAU-2121 (Columbus Avenue)	Date 11-1-82
County Jackson	City Medford

Project Description:

The project will repair and re-stripe Columbus Avenue providing four 11-foot traffic lanes and doing away with existing curbside parking. Main Street (which crosses Columbus Avenue) will be widened, from Jeanette Avenue to Elm Street, providing four traffic lanes with an eastbound left-turn refuge at Columbus. Curbs and sidewalks will be relocated on Main Street to accommodate the widening (refer to Plans and "Finding of No Significant Impact" documentation of said project). The finalized project is the Build Alternate as described in the FONSI.

Versteeg
Anderson
Adams
[illegible]
Sullivan
[illegible]
Trout
Wekerlig

RECEIVED
NOV 09 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Existing Land Use Activities:

Adjacent land use is mostly mixed single and multiple residential. A service station is on the corner of Main and Columbus. A very few small businesses also inhabit the area. (For detailed discussion, see FONSI, 2:15, 2:16, and 2:17.) The service station and a residence at 1529 W. Main will be taken for right-of-way as part of the project.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Peak Truck Hour
Link 1, W. Main Street, Jeanette to Columbus

Year		Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 62 dBA (Dist. from Rd. ℄)
		(vehicles per hour)				
1982	(Existing)	1410	2	2	30	52 ft.
2000	(No-Build)	1500	36	15	30	81 ft.
2000	(Build)	1620	39	17	34	104 ft.

TRAFFIC DATA AND PREDICTED NOISE LEVELS (Cont.)

Peak Truck Hour

Link 2, Columbus Ave., 4th to Main

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 62 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
1982 (Existing)	1030	14	4	28	45 ft.
2000 (No-Build)	1190	66	5	28	64 ft.
2000 (Build)	1480	84	6	35	104 ft.

Link 4, Columbus Ave., Main to 8th

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 62 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
1982 (Existing)	750	11	2	25	29 ft.
2000 (No-Build)	820	30	2	28	43 ft.
2000 (Build)	1000	36	2	35	71 ft.

Link 5, Columbus Ave., Main to 10th Street

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 62 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
1982 (Existing)	895	12	3	25	33 ft.
2000 (No-Build)	715	26	2	28	40 ft.
2000 (Build)	870	31	2	35	65 ft.

Link 8, Main St., Columbus Ave., to Washington Ave.

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 62 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
1982 (Existing)	560	1	0	25	19 ft.
2000 (No-Build)	645	8	7	25	34 ft.
2000 (Build)	690	9	8	25	36 ft.

Existing Sound Levels:

No noise measurements were taken.

Traffic Noise Impacts:

In the Build Alternative, traffic for design year 2000, peak truck hour represents the anticipated "worst case" situation. Links 1, 2, 4, 5 and 8 (see Attachment) cover portions of the project directly affecting private property. All links except Link 8 (Main St. west of Columbus to Washington Ave.) have projected noise levels exceeding the design noise level, involving a total of 50 residential structures.

In the No-Build Alternative, Year 2000 projected noise levels would range 1 to 2 dBA less than those in the Build Alternative on Main Street, and 3 dBA less on Columbus Avenue. Several buildings in Links 4 and 5 (Columbus Avenue, Main to 10th) would have projected noise levels below design noise levels, along with Link 8 (as mentioned above) reducing the number of affected resdential structures to 36.

Traffic Noise Mitigation:

Traffic management measures, such as alternate truck routes, vehicle time restraints, etc were found to be impractical in this limited scope project. Noise barriers would be impractical because of the many openings required for driveways. No mitigation is proposed beyond the property takings proposed as part of the project.

Construction Noise:

Earthmoving equipment, paving equipment and jackhammers

Impacts: Temporary, of about three months duration.

Mitigation: All operations of the contractor shall be conducted in conformance with local noise ordinances as directed by the project manager. In the absence of any provision of an existing local noise ordinance to the contrary, the attached provisions for construction noise abatement shall apply.

Local Coordination:

A copy of this report will be sent to the City of Medford as an aid in land use planning in the vicinity. Responsibility for noise mitigation in future development or redevelopment of properties adjacent to the project will rest with the City and with the developer.

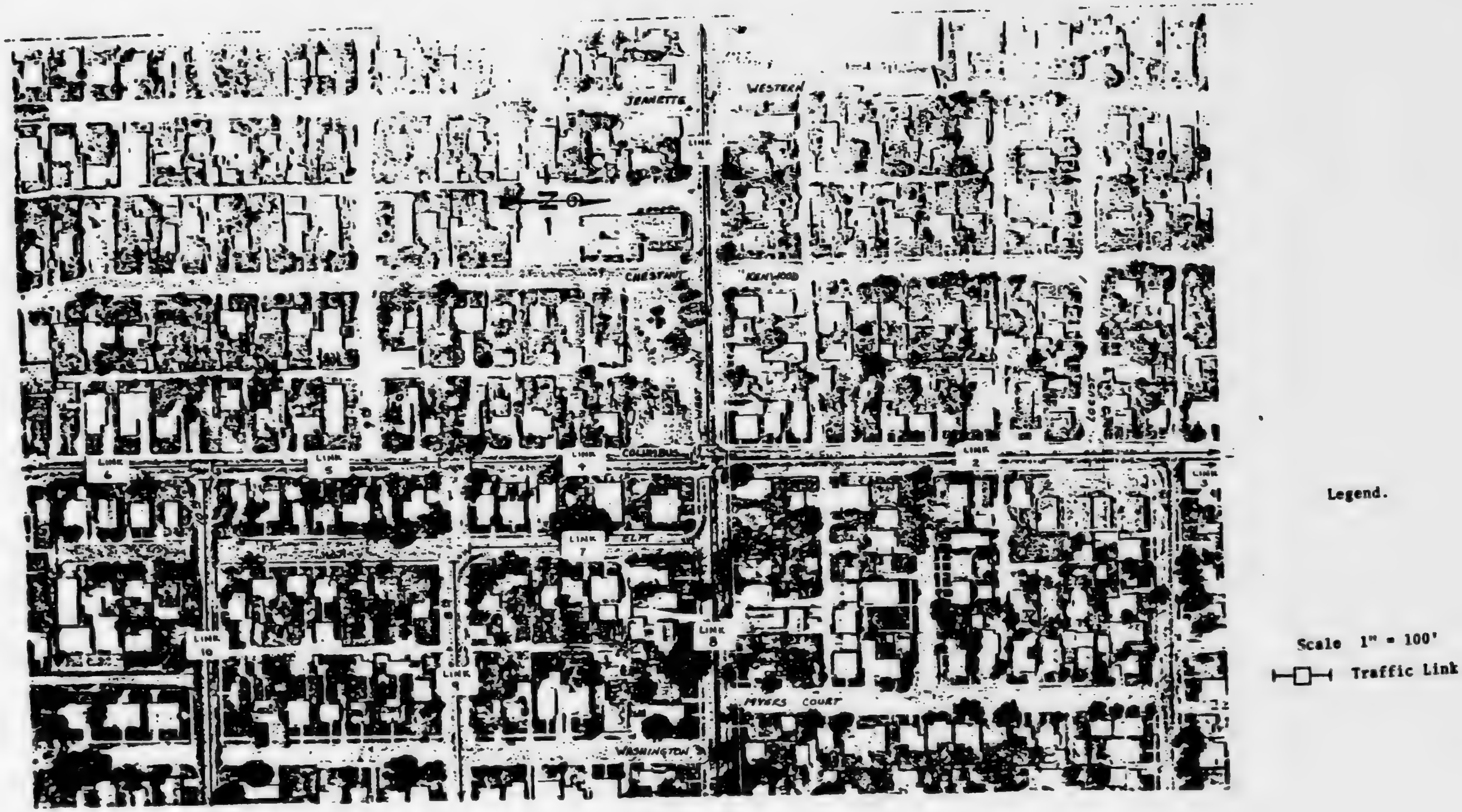
The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

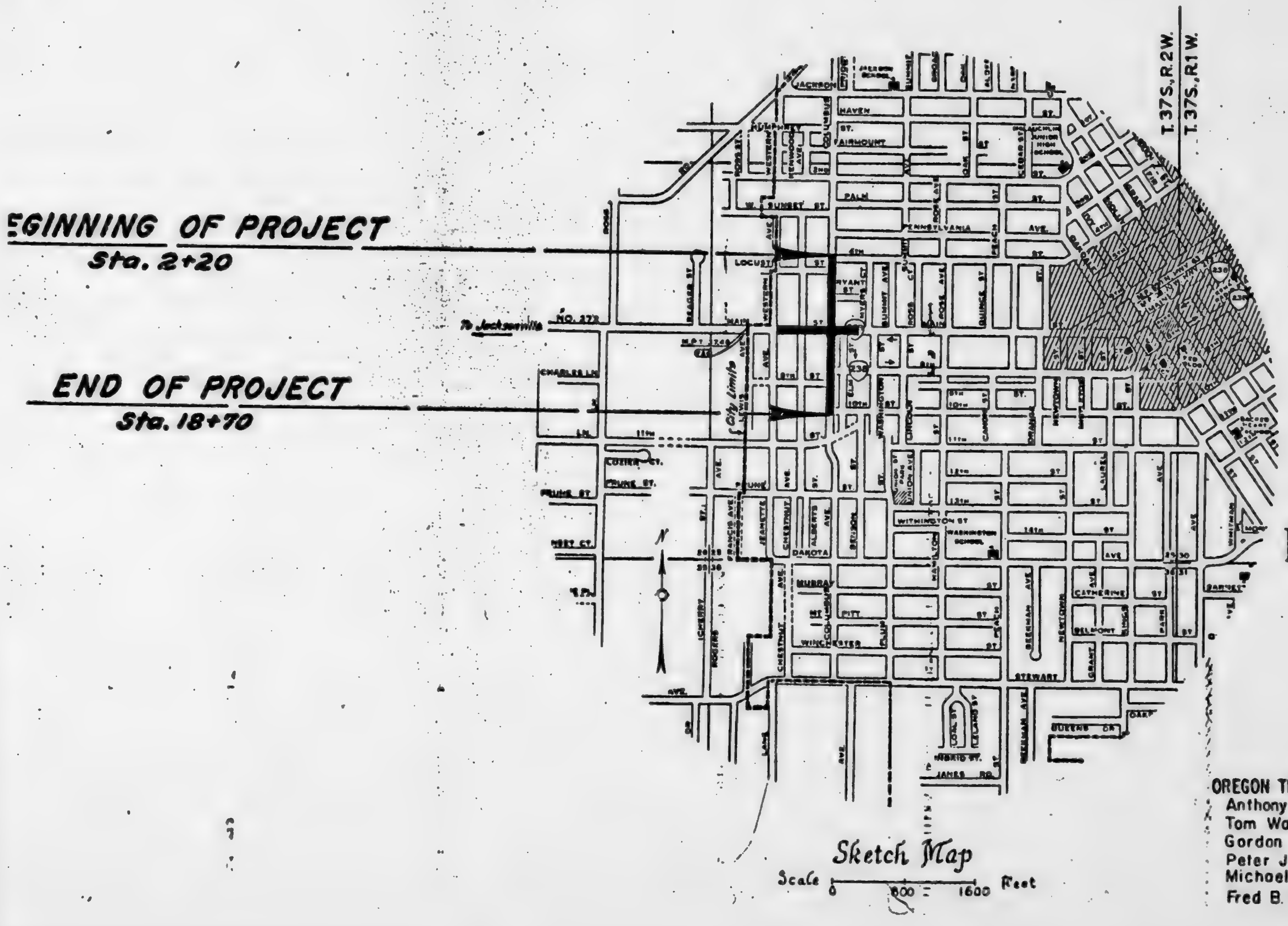
TRAFFIC LINKS USED IN ORIGINAL STUDY


JENNETTE
WESTERN
LINK 1
N
CHESTNUT
KENWOOD
LOCUST
COLUMBUS
LINK 2
LINK 3
LINK 4
LINK 5
LINK 6
LINK 7
ELM
LINK 8
LINK 9
LINK 10
MYERS COURT
WASHINGTON
Legend.
Scale 1" = 100'
Traffic Link

4 TH ST. - 10 TH ST. (MEDFORD) SEC.

FAU 2421 (COLUMBUS AVE.)

JACKSON COUNTY


EGINNING OF PROJECT
Sta. 2+20
END OF PROJECT
Sta. 18+70
T. 37S., R. 2W.
T. 37S., R. 1W.
To Jacksonville
NO. 273
City Limits
N
JACKSON
HAVEN
FAIRMOUNT
PALM
W. SUNSET ST.
PENNSYLVANIA
LOCUST
BRYANT ST.
SUMMIT AVE.
QUINCE ST.
CHARLES LN.
COZIER CT.
PRUNE ST.
WITHINGTON ST.
WASHINGTON SCHOOL
DAKOTA
MURRAY
PITT
WINCHESTER
CHESTNUT
STEWART
CATHERINE
BELMONT
QUEENS DR.
JANES RD.
238
Sketch Map
Scale 0 800 1600 Feet

Medfo-d

OREGON TRANSPORTATION COMMISSI

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRM.
Gordon Coleman	COMMISSIONE
Peter J. Brix	COMMISSIONE
Michael P. Hollern	COMMISSIONE
Fred B. Klaboe	DIRECTOR OF

9600

Section 4th St. - 10th St. (Medford) Programming Estimate $ 315,000

Highway FAU 2421 (Columbus Ave.) Project Length 0.31 mi.

10-15-82

County JACKSON Completion Time 200 CD

Kind of Work Grading, Paving & Signals Est. Comp. Date Aug. 7, '83

Prefix 315 - 1957 Letting Date Dec. 16, '82 Project No. M-2421(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 265,510^{00}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	6,000	
Temporary Pavement Striping	1,800	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 11,750^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn-on	1,750	
"OPTICOM" Testing	800	
Bikeway Signs	200	
Bikeway Striping & Legend	200	
Construct Seeded Lawn	300	
Construct Sod Lawn	500	
Bark Mulch	200	
Adjust Utilities:		

Subtotal $ 277,260^{00}

Contingencies (4-1/2%) . . . . 12,476^{70}

Engineering (~~8~~, [✓ 9,] ~~10~~%) . . . . 24,953^{40}

~~Subtotal~~ $

Credit for ________ . . . . . .

Estimated Net Authorization, Construction . . . . $ 314,690^{10}

APPROVED

CC: Jack Ayres

Road Design Engineer

Rec'd
10-15-82
G

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: 4th St. - 10th St. (Medford)		County: JACKSON	Sheet 1 of 3
Kind of Work: Grading, Paving, Traffic Signals	Length: 0.31 mi.	Date: 10-5	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(6%)	15,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	3,322-
3	Temporary Signs		Sq. Ft.	310	6-	1,860-
4	Temporary Barricades		Each	10	125-	1,250-
5	Flagmen		Hour	400	22-	8,800-
	ROADWORK					
6	Removal of Structures					
	and Obstructions		All	All	-	5,000-
7	General Excavation		Cu. Yd.	680	9^{00}	6,120-
8	Trench Excavation		Cu. Yd.	80	20-	1,600-
9	Treated Base Mixture		Ton	1,200	16^{50}	19,800-
10	Cement in Treated Base Mixture		Ton	65	174-	11,310-
11	Class "B" or Class "C" Asphalt					
	Concrete		Ton	2,100	30-	63,000-
12	12-inch Sewer Pipe		Lin. Ft.	224	18-	4,032-
13	Extra for Pipe Under Pavement		Lin. Ft.	90	15-	1,350-
14	Concrete Manholes		Each	2	1,500-	3,000-
15	Concrete Inlets, Type CG-1		Each	4	450-	1,800-

734-1736 (8-81)

SUMMARY—BID SCHEDULE

OREGON STATE HIGHWAY DIVISION

Section 4th St. - 10th St. (Medford)	Cou JACKSON		Sheet 2 of 3
Kind of Work Grading, Paving, Traffic Signals	Length 0.31 mi.	Date 10-5	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
16	Concrete Walks		Sq. Yd.	370	12^{50}	4,625-
17	Concrete Driveways		Sq. Yd.	110	16^{50}	1,815-
18	Sidewalk Ramps		Each	13	300-	3,900-
19	Concrete Curbs		Lin. Ft.	1,500	6^{50}	9,750-
20	Extra for Asphalt Approaches		Each	13	150-	1,950-
21	Adjusting Manholes		Each	9	250-	2,250-
22	Capping Inlets		Each	2	300-	600-
	SIGNING					
23	Removal of Existing Signs		All	All	-	1,000-
24	Wood Sign Posts		All	All	-	3,000-
25	Type "C" and "D" Signs in Place		Sq. Ft.	36	12-	432-
26	Type "EE" Signs in Place		Sq. Ft.	6	14-	84-
27	Type "T" Signs in Place		Sq. Ft.	45	14-	630-
28	Move and Reinstall Existing					
	Signs		All	All	-	1,100-

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION

Section: 4th St. - 10th St. (Medford)	County: JACKSON		Sheet 3 of 3
Kind of Work: Grading, Paving, Traffic Signals	Length: 0.31 mi.	Date: 10-5	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	ILLUMINATION					
29	Pole Foundations		All	All	-	5,000-
30	Roadway Lighting Poles and					
	Bracket Arms		All	All	-	8,000-
31	Luminaires and Ballasts		All	All	-	3,000-
32	Switching, Conduit, Wiring,					
	Lamps, Etc.		All	All	-	19,000-
	TRAFFIC SIGNALS					
33	Traffic Signal Installation,					
	Complete		All	All	-	45,930-
34	Fire Pre-emption System,					
	Complete		All	All	-	6,200-

734-1736 (8-81)

9600

Section 4th st. - 10th (Medford) **Programmi Estimate $**

Highway FAU 2421 (Columbus Ave.) **Project Length** 0.31 mi.

County JACKSON 7-29-82 **Completion Time** 200 CD

Kind of Work Grading, Paving & Signals **Est. Comp. Date** May 12, '83

Prefix 315 - 1957 **Letting Date** Sept. 23, 82 **Project No.** M-2421(3)

ESTIMATED CONSTRUCTION AUTHORIZATION PRELIMINARY

Estimated Contract Amount . . . . $		272,016.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	3,000	
Temporary Pavement Striping	900	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 7,850.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering) and Turn-on	1,750	
"OPTICOM" Testing (Engineering)	800	
Bikeway Signs, Striping, Stencils	400	
~~**Adjust Utilities:**~~		
Construct Seeded Lawn	300	
Construct sod Lawn	500	
Bark Mulch	200	
	Subtotal	$ 279,566.00
Contingencies (4-1/2%)		12,595.97
Engineering (~~8~~, [✓ 9], ~~10~~%)		25,187.94
	~~**Subtotal**~~	$
Credit for		
Estimated Net Authorization, Construction		$ 311,647.91

APPROVED

REC'D.
7-29-82
G

Called Jack - told him
to be safe use "old"
Estimate $350,000±
G

(NOT SENT TO AYLES
USE OLD EST. FOR CITY)

Road Design Engineer

Rev. 3/81 G

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section 4th St. - 10th St. (Medford)	County JACKSON	Sheet 1 of 3	
Kind of Work Grading, Paving, Traffic Signals	Length 0.31 mi.	Date 7-29	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(7%)	18,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	3,322-
3	Temporary Signs		Sq. Ft.	310	6-	1,860-
4	Temporary Barricades		Each	10	125-	1,250-
5	Flagmen		Hour	400	22-	8,800-
	ROADWORK					
6	Removal of Structures					
	and Obstructions		All	All	-	5,000-
7	General Excavation		Cu. Yd.	680	$7^{\underline{50}}$	5,100-
8	Trench Excavation		Cu. Yd.	80	10-	800-
9	Treated Base Mixture		Ton	1,200	$16^{\underline{50}}$	19,800-
10	Cement in Treated Base Mixture		Ton	65	174-	11,310-
11	Class "B" or Class "C" Asphalt					
	Concrete		Ton	2,100	26-	54,600
12	12-inch Sewer Pipe		Lin. Ft.	224	12-	2,688
13	Extra for Pipe Under Pavement		Lin. Ft.	90	15-	1,350-
14	Concrete Manholes		Each	2	1,500-	3,000-
15	Concrete Inlets, Type CG-1		Each	4	450-	1,800-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section 4th St. - 10th St. (Medford)	County JACKSON		Sheet 2 of 3
Kind of Work Grading, Paving, Traffic Signals	Length 0.31 mi.	Date 7-29	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
16	Concrete Walks		Sq. Yd.	370	12 50	4,625-
17	Concrete Driveways		Sq. Yd.	110	16 50	1,815-
18	Sidewalk Ramps		Each	13	300-	3,900-
19	Concrete Curbs		Lin. Ft.	1,500	6 50	9,750-
20	Extra for Asphalt Approaches		Each	13	150-	1,950-
21	Adjusting Manholes		Each	9	250-	2,250-
22	Capping Inlets		Each	2	300-	600-
	SIGNING					
23	Removal of Existing Signs		All	All	-	1,000-
24	Wood Sign Posts		All	All	-	3,000-
25	Type "C" and "D" Signs in Place		Sq. Ft.	36	12-	432
26	Type "EE" Signs in Place		Sq. Ft.	6	14-	84
27	Type "T" Signs in Place		Sq. Ft.	45	14-	630
28	Move and Reinstall Existing					
	Signs		All	All	-	1,100

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section 4th St. - 10th St. (Medford)	County JACKSON		Sheet 3 of 3
Kind of Work Grading, Paving, Traffic Signals	Length 0.31 mi.	Date 7-29	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	ILLUMINATION					
29	Pole Foundations		All	All	-	5,000-
30	Roadway Lighting Poles and					
	Bracket Arms		All	All	-	8,000-
31	Luminaires and Ballasts		All	All	-	3,000-
32	Switching, Conduit, Wiring,					
	Lamps, Etc.		All	All	-	19,000-
	TRAFFIC SIGNALS					
33	Traffic Signal Installation,					
	Complete		All	All	-	61,000-
34	Fire Pre-emption System,					
	Complete		All	All	-	6,200-

734-1736 (8-81)

9600

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

July 26, 1982

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon Dept. of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Jack Ayres

Gentlemen:

This letter is an update to our earlier letter of June 15, 1982, regarding the City's priorities for FAUS construction projects.

The City has three FAUS projects under way:

1. Columbus Avenue, 4th Street to 10th Street
2. Stewart Avenue, Jasper to King
3. Jackson Street, Biddle to Genessee

The City's priorities are as shown above. The Columbus Avenue, 4th Street to 10th Street, project has been in a holding pattern pending outcome of right-of-way negotiations with affected property owners. We have just been advised that the State has procured all of the needed right-of-way. We should be in a position now to advertise this project for construction. The City is requesting that this project now be considered our top FAUS project and that it be placed on the agenda for an early bid opening.

Our second priority project will be Stewart Avenue, Jasper to King, with the Jackson Street project from Biddle to Genessee remaining as our third priority project.

Thank you for your cooperation and service. If there are any questions or comments, please advise.

Yours very truly,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
CC: Wm. H. Maude

Copy to Gary Zehner, Please

ROSEBURG REGION
RECEIVED
JUL 28 1982

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	DES	RSA	RPR	RLE
GEO.	RAE	RBI	ATE	AA

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUL 30 1982
REFERRED TO________________
FOR ________________
FILE: PM FA LG.

9600

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

June 15, 1982

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Subject: FAUS Projects

Attention: Mr. Jack Ayres, Regional Federal Aid Specialist

Gentlemen:

This letter is a review and update of the approved FAUS projects that we have in the planning and design process.

The City has three FAUS projects under way:

1. Columbus Avenue, 4th Street to 10th Street
2. Stewart Avenue, Jasper to King
3. Jackson Street, Biddle to Gennessee

The City's No. 1 priority for construction would be the Columbus Avenue project, 4th to 10th. This project has been in the PS&E phase for several years. Right-of-way negotiations have been conducted through Mr. Flanagan's office with some right-of-way and easements already secured. The main problem with this project is the purchase of the residence on the southeast corner of Main and Columbus and also the purchase of a strip of right-of-way from the service station along the south line of Main on the southwest corner.

We have been advised that the State's final offer to the owners on the southeast corner will not be high enough for the present owners to agree to sell. Since the City is not in a position to pay the difference between the State's offer and the owner's figure, we are at a point where the next step would be condemnation or to hold this project up for further negotiations.

The City does not wish to proceed with condemnation action at this time. Since real estate is not moving well now, we feel it would be more prudent to wait six months to a year or longer before filing for condemnation. We feel we can do so and still not increase the project costs since real estate values are not increasing at the former rate. Therefore, it appears that the

ROSEBURG REGION
RECEIVED
JUN 16 1982
[✓ RE] RME [✓ RCE] ROE TE

Copy to Gary Zehner, Please
JA

Alfred Shirley, Jr.
Attention: Jack Ayres

Subject: FAUS Projects

Columbus, 4th to 10th Street, project is going to have to go into a holding pattern until the present owners agree to accept the final State offer or the City budgets additional funds for the purchase or condemnation is undertaken.

Since the above Columbus Street project is going to be held up, the City is going to go to work on the Stewart Avenue project, Jasper to King, to clear the remaining obstacles that stand in the way of preparation of construction plans and specifications. These are completion of the environmental assessment; begin the right-of-way acquisition phase. Projected costs on preliminary engineering indicate that PS&E on this project should be increased to approximately $56,500. We request that you consider taking action to increase the preliminary engineering budget on this project.

The Jackson Street, Biddle to Genessee, project is going to remain in the wings with no further action pending future developments in the FAUS program which will permit its reactivation at a later date.

If there are any comments or questions, please advise.

Yours very truly,

Robert D. Kortt
City Traffic Engineer

ahf
CC: Lew Powell, Public Works Director
Bill Maude, Project Manager

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 24, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. M-2421(2)
4th St.-10th St. (Medford) Sec.
Jackson County

I request your approval of a minor program change to include in the character of proposed work "Last Resort Housing" in the subject project as indicated in the enclosed February 22, 1982 Last Resort Housing Plan.

I further request approval of the Last Resort Housing Plan and authorization to proceed with no increase in total cost or federal funds anticipated at this time.

CL:bkc
Enc.

cc: D. Luth
F. Lowe
General Files

Form 734-3122

76[illegible]

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

6. TO

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/24/81

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

4th Street - 10th Street (Medford) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 11/10/81 I approve the revised Preliminary Engineering Costs to a TEC of $42,700 Federal Funds $36,623.

(Increase TEC $5,800 Federal Funds $4,976)

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO Mbehring
FOR

Info	Inves	R/D	D/R	Sign	Act.	File

cy
11/27

14. DATE 11/24/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9600

Form F 3 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 4th St - 10th St (Medford)

Highway Columbus Avenue FAU 2421

County Jackson #15

Date November 20, 1981

Authorization No. 5

Survey Prefix 315-1957 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the intersection of Columbus Avenue with 4th Street on the north, to the intersection of Columbus Avenue with 10th Street on the south.

Purpose of Survey:

Prepare Plans, Specifications, & Estimate to provide four travel lanes on Columbus Avenue, widen Main Street to provide for left turn pockets at Columbus Avenue and install traffic signals at the intersection of Columbus Avemue and Main Street.

Estimate of Costs:

Resident Engineer	(901)	$8,500
Consultant Fees	(904)	12,000
Final Design	(905)	8,500
Bridge Design	(906)	2,800
Preliminary Design	(907)	200
R/W Descriptions	(909)	1,700
Soils & Geology	(910)	1,000
Traffic	(911)	2,750
R/W Liaison	(913)	100
Utility Liaison	(914)	500
Project Management	(920)	50
Specifications	(921)	2,500
Am. Serv. (Eng.)	(922)	50
Environmental	(923)	2,000

M-2421(1)

11-24-81

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$42,700
Previous authorization	36,900
Additional authorization requested	5,800
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. Lewellyn, Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Francis E. Perpin
Location Engineer

Approved: E S Hunter
Assistant State Highway Engineer

KEH

Rp

9600

Medford

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. Stoudenmeyer
Road Design Section

DATE: November 16, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Sign Study Plans
4th St.-10th St. (Medford) Section
FAUS 2421 (Columbus Ave)
Jackson County

Versteeg
Anderson
/ Christensen SW
Olson
Sullivan
Terpin
Trout
Wukerlig

RECEIVED
NOV 18 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are two copies of the approved sign study plan for the above-named project.

This work should be included in scheduled project.

ELS:sh
Attachment

cc: Alfred Shirley, Jr. (2)
G.T. Thornton (2)
F.T. Lacey

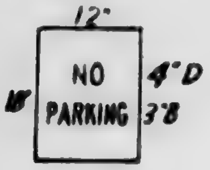
L. E. George, P.E.
Traffic Engineer

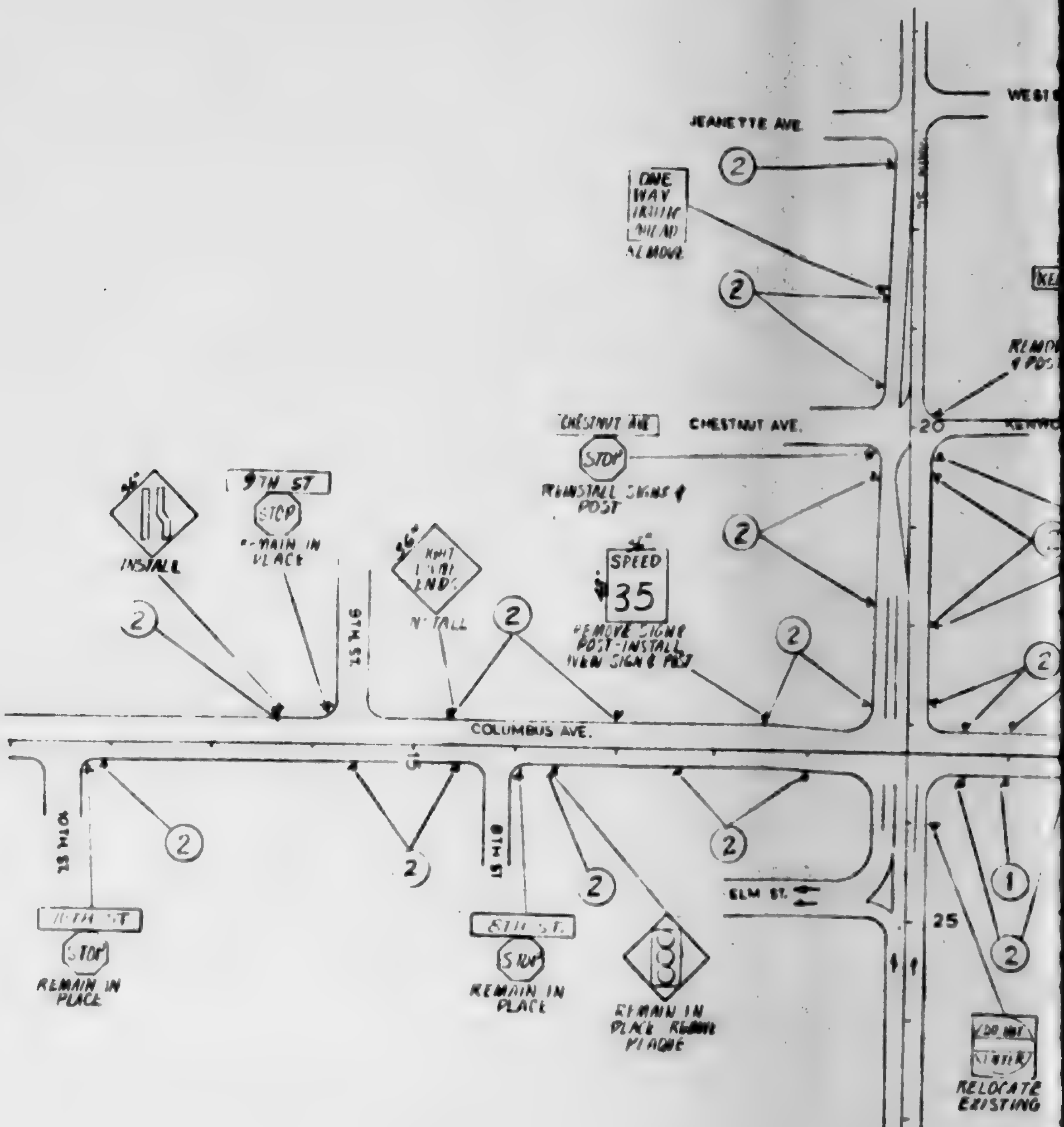
REFERRED TO
2 Beard WB Stoudenmeyer
Cole Mann
Watson
Dorn Leu
File Copy Due
BY FINAL DESIGN ENGINEER

1 set kept by Beard

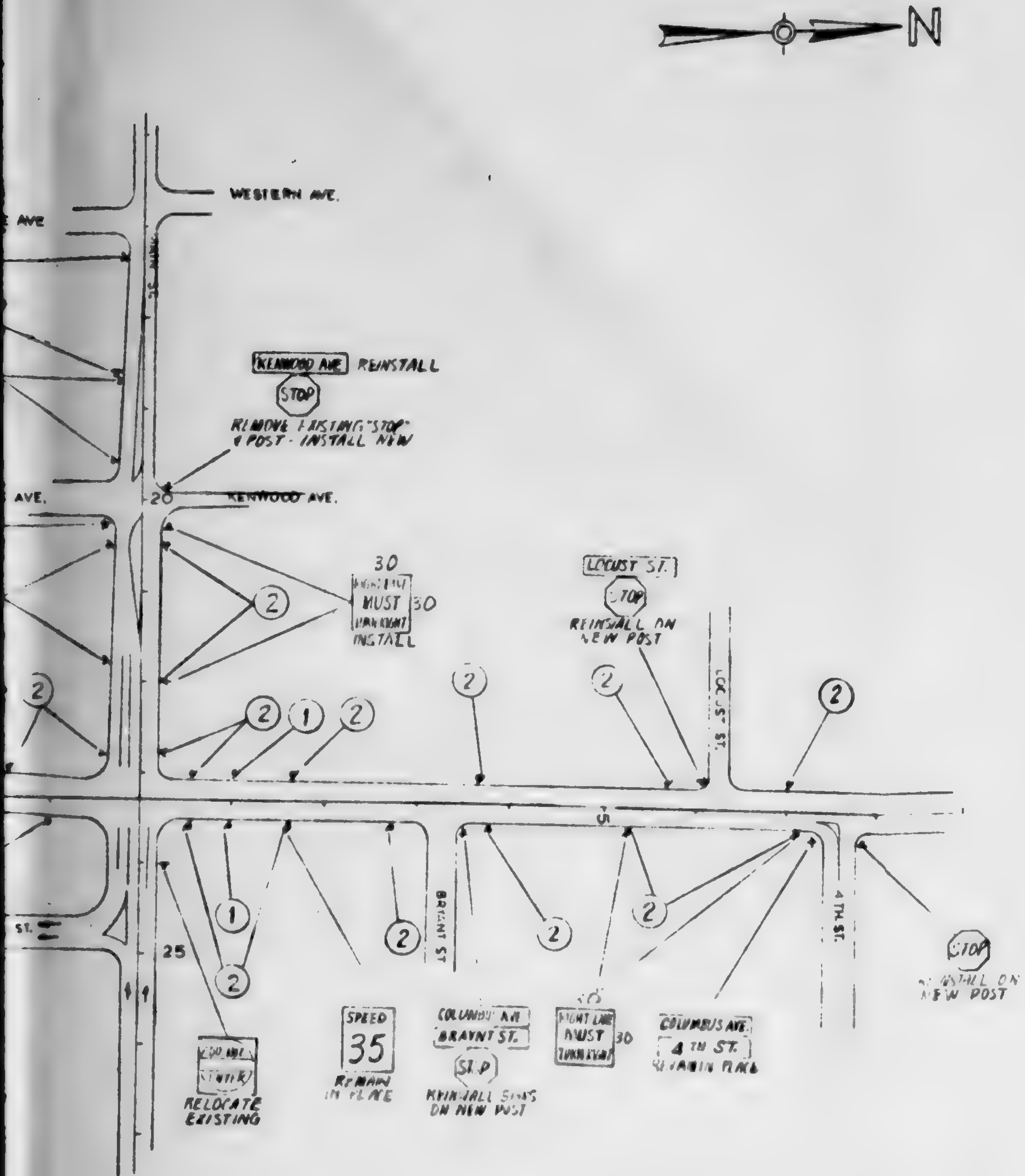
① REMOVE EXISTING "NO PARKING" SIGN

② INSTALL NEW "NO PARKING" SIGN AS SHOWN BELOW:


12"
18"
NO
PARKING
4"D
3"B


WEST
JEANETTE AVE.
ONE WAY TRAFFIC AHEAD
REMOVE
KE
REMO
& POS
CHESTNUT AVE
CHESTNUT AVE.
STOP
REINSTALL SIGNS & POST
KENWO
20
9TH ST
STOP
REMAIN IN PLACE
INSTALL
9TH ST
RIGHT LANE ENDS
INSTALL
SPEED 35
REMOVE SIGNS POST-INSTALL NEW SIGN & POST
COLUMBUS AVE.
15
10TH ST
10TH ST
STOP
REMAIN IN PLACE
8TH ST
8TH ST.
STOP
REMAIN IN PLACE
REMAIN IN PLACE REMOVE PLAQUE
ELM ST.
25
DO NOT ENTER
RELOCATE EXISTING
1
2

NOTE: ALL EXISTING SIGNS O
EAST OF COLUMBUS AVE. T
PLACE UNLESS NOTED


N
WESTERN AVE.
AVE
ST.
KENWOOD AVE. REINSTALL
STOP
REMOVE EXISTING "STOP" & POST - INSTALL NEW
20
KENWOOD AVE.
AVE.
30
RIGHT LANE
MUST
TURN RIGHT
30
INSTALL
LOCUST ST.
STOP
REINSTALL ON NEW POST
LOCUST ST.
2
1
5
ST.
25
BRYANT ST
4 TH ST.
STOP
REINSTALL ON NEW POST
COLUMBUS
ENTER
RELOCATE EXISTING
SPEED
35
REMAIN IN PLACE
COLUMBUS AVE
BRAYNT ST.
STOP
REINSTALL SIGNS ON NEW POST
30
RIGHT LANE
MUST
TURN RIGHT
30
COLUMBUS AVE.
4 TH ST.
REMAIN IN PLACE

ALL EXISTING SIGNS ON ALL STREETS
EAST OF COLUMBUS AVE. TO REMAIN IN
PLACE UNLESS NOTED OTHERWISE.

Robert D. Kortt
10 22 81

SIGNING PROJECT

4TH ST. - 10TH ST. (MEDFORD)
[illegible] 2421 (COLUMBUS AVE) ~ JACKSON CO.

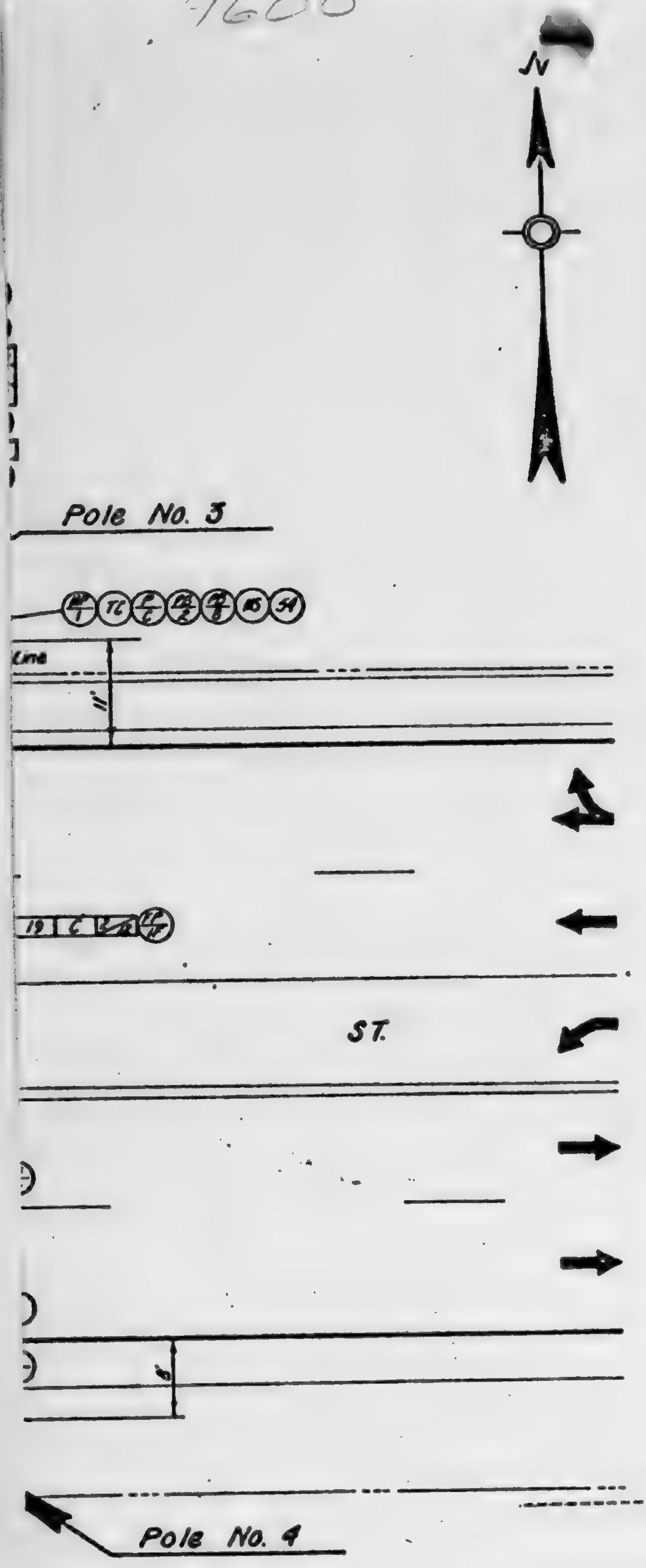
Action	Date	Signature	Title
Submitted	10-1-81		Traffic Control Eng'r.
Approved	10-1-81		Sign Engineer
"	11/4/81		Traffic Engineer
"			Asst. Hwy. Eng'r.
Accepted	11/6/81		FHWA

7600

SIGNAL PLAN
COLUMBUS AT MAIN ST.

SCALE 0 10 20 40 FEET

[illegible]-1 81



Note:
For Illumination Details
see Illumination Plans.

L E G E N D

C	Existing Model 170 controller in Model 332 cabinet - Protect and maintain
MS	Install 120 volt meter base
SA	Install service cabinet with one 40 amp SPST breaker
MP/T	Install type (T) signal mast arm pole
[illegible]/T	Install type (T) signal mast arm pole with luminaire extension
[illegible]/L	Install (L) foot signal mast arm
LA/L	Install (L) foot luminaire arm
L	Luminaire - See Illumination Plan - Mounting height 40 feet
TC	Install terminal cabinet
[illegible]/S	Existing (S) inch electrical conduit - Protect and maintain - Remove existing wiring
S	Install (S) inch electrical conduit
FP	Install two "OPTICON" fire pre-emption discriminator modules - Model 262 - in existing controller
N	Install (N) Number 14 Type THWN wires
N/G	Install (N) Number (G) Type TW wires
C	Install one No. 6 Type THWN wire - Signal system common
V/Ph	Install Phase (Ph) vehicle signal
PV/Ph	Install Phase (Ph) programmed vehicle signal
P/T	Install Type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
OS/[illegible]	Install interior-illuminated "LEFT TURN SIGNAL" sign
FP/Ch	Install one-way fire pre-emption detector - Channel (Ch)
FP/NF	Install (N) fire pre-emption feeder cables
J	Install 17" x 10" x 12" concrete pull box with cover inscribed "TRAFFIC SIGNALS"
[illegible]	Install system interconnect - See Special Provisions

Ph = Phase shown
N = Number shown
G = AWG wire size
T = Type shown
Ch = Channel shown

423 = 12" R, 8" Y, 8" G
458 = 12" R, 12" Y, 12" GLTA
A = Standard plumbizer
E = Elevator plumbizer

Robert D. Kell
CITY APPROVAL

10/21/81
DATE

PRELIMINARY COPY
OCT 13 [illegible]
SUBJECT TO MUTUAL REVIEW

APPROVED
L E George
TRAFFIC ENGINEER
10/12/81
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
4TH ST. ~ 10TH ST. (MEDFORD) SEC.
FAU 2421 (COLUMBUS AVE.)
JACKSON COUNTY

DESIGNED BY
CHECKED BY Wz

October 1981
Accompanied by Drwg Nos 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 35009, 35010, 8040.

DWG. NO. 8059

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
RE ☐ PRE ☐
PLE ☐
OCT 28 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

96

10-20-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/20/81

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
4th Street - 10th Street (Medford) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/30/81 I approve the relocation plan dated 9/15/81. Also, as requested you are authorized to proceed with the actual acquisition of files 52274 thru 52277 as shown on R/W map IR-4-679.

I approve the revised right of way costs for the subject project to a TEC of $152,000 Federal Funds $134,032.

(Increase TEC $37,000 Federal Funds $32,626)

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO Mehring
FOR
Info Inves R/D D/R Supv [✓ Act] File

ahy 10/23

14. DATE 10/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Neil Flanagan
Region 3 R/W Supervisor

DATE: October 14, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: 4th St.-10th St. (Medford)
Columbus Avenue
Jackson County
[redacted]

MISC. CONTRACTS and
AGREEMENTS No. 2761

Attached is an original for the City and a copy for your files of this supplemental agreement.

The prefix for this project is 315-2525.

AE
mp
Attach.

cc: A. Shirley, Jr., w/c
Local Gov't Programs, w/c
Comm. Serv., w/orig.
Relocation, w/c
Title, w/c
Description, w/c
Finance, w/c
Appraisal, w/c

On Nov 8
Cy [illegible] Boyle
10-12-81

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. M-2421(2)
4th St.-10th St. (Medford) Section
Jackson County

I request your approval of a minor program change on the subject project to include in the character of proposed work the relocation of one family at an estimated total cost of $15,500.

I further request the following:

1) Approval of the enclosed September 15, 1981 relocation plan.
2) Authorization to proceed with the actual acquisition of additional files No. 52274 thru 52277 at an estimated total cost of $10,000. The properties to be acquired are as outlined in red on the enclosed copy of right of way map 1R-4-679.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for the displaced family who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals and families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 3 Right-of-Way Office in Roseburg.

Form 734-3122

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Revisions in financing are as follows:

	Total Cost	Federal Funds	%
Present Estimate			
Right of Way	$112,000.00	$ 98,761.00	
Moving Cost (1-family)	500.00	440.00	
Replacement Housing	15,000.00	13,227.00	
Moving Cost (2-businesses)	24,500.00	21,604.00	
	$152,000.00	$134,032.00	88.18
Previous Authorization			
Right of Way	102,000.00	89,943.00	
Moving Cost (1-business)	13,000.00	11,463.00	
	$115,000.00	$101,406.00	88.18
INCREASE	$ 37,000.00	$ 32,626.00	

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
G. Zehner
General Files

9600 Medford

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 17, 1981

J. H. Versteeg
Road Design Engineer

Files 52274 through 52277
4th Street-10th Street (Medford) Section
Columbus Avenue
Jackson County

Attached is a description (4 files), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for third quarter of 1982.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

96C[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 24, 1981

REFERRED TO
✓ Beard Stoudenmeyer
Cole WEC Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

FROM: Ron Busey
Res Engr
Ron Busey

TO: MEMO TO FILE

SUBJECT: 4th to 10th Streets (Medford)
Columbus Ave (FAUS 2421)
Jackson County
Revisions of Typical Section

In response to a letter from Medford City Engineer Don Walker, dated June 23, 1981, a meeting was held at Medford City Hall on July 8, 1981 to resolve objections to some aspects of our design of the subject project. In attendance at this meeting were:

Don Walker	Medford City Engineer
Robert Kortt	Medford Traffic Engineer
Jack Ayres	Federal Aide Engineer - OSHD
Ron Busey	Resident Engineer - OSHD

1 Versteeg
3 Anderson
? Christensen JW
2 Olson
Sullivan
Trout
4 Wakerlig

RECEIVED
JUL 2[illegible] 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We discussed the seven items listed in Mr. Walker's letter at some length. Item number one was the major item to be resolved. Mr. Walker advised they wished a bike path on each side and 12 foot travel lanes. Also on Item 5, they asked for 7 foot sidewalks instead of the five foot width listed.

I advised that any major changes, especially in right of way acquisition, would require a new environmental assessment which would be time consuming and costly. We then decided to do what we can without requiring a new environmental statement.

I advised we could try to move the sidewalk west of Columbus to the existing north property line and obtain a slope easement for the required fill slopes. Mr. Walker felt a 2 to 3 foot retaining wall on the property line might be a better solution. I felt this would not be a good solution because of the danger of an accident. I felt the FHWA would not approve it without a handrail.

We agreed to check with the state environmental engineer to see if a slope easement would require a new environmental statement.

Moving the sidewalk would give us five more feet of width. We agreed that if we could provide 4 foot bicycle lanes on each side west of Columbus we would stay with 11 foot travel lanes.

The City said they would purchase the entire property that the service station occupies at the southwest corner of Columbus and Main Streets and the residence between Columbus and Elm Streets on the south side of Main Street.

This would permit additional widening on the south side of Main except for the area in front of Pickell Real Estate office. This would be too expensive so I said I thought we could squeeze by in that area.

East of Columbus on Main Street, I felt that if they bought that entire lot, this would take care of Item 2 (access), and Item 3 (55' radius).

To the east of Columbus, the city wants wider lanes and a 55 foot radius on Elm Street to accomodate trucks and buses. This would be in the east bound lanes for the most part. I agreed with their statement in Item 1 that additional lane widths could be obtained if they purchase the entire property between Columbus and Elm Streets bordering on the south side of Main Street.

I advised that the condition mentioned in Item 4, regarding difference in elevation between edge of pavement and sidewalk from Station 20 to 23 would not exist as our plans called for new sidewalks in this area.

I advised we would not be able to provide 7 foot sidewalks (Item 5) except possibly on the south side of Main between Columbus and Elm Streets.

I agreed we could use the city standards on driveway aprons (Item 6).

I explained that we had made a careful drainage study and new inlets would be installed where needed and connected to existing system (Item 7).

At the conclusion of the meeting I said I would meet with our designers in Salem and go over all the items in the letter and try to make the agreed on changes. I would also check with our environmental section to make sure we don't have any problems. Jack Ayres contacted Gary Potter and he advised he did not feel a reasonable slope easement (under 15 feet) would require any change in the environmental statement.

On July 21, 1981, I met with Lyle Watson and Bill Cole of our design section in Salem and explained all of the above concerns. After a lengthy discussion, they will work up a design using the following typical section and submit it for the approval of all concerned.

On Main Street, between Chestnut and Columbus we will try for the following widths, starting from the north right-of-way line of Main Street:

5 foot sidewalk with a 10 foot slope
4 foot bike lane
11 foot outside travel lane
11 foot interior travel lane
12 foot turn lane
11 foot interior travel lane
11 foot outside travel lane
4 foot bike lane
5 foot sidewalk

In front of Pickell Real Estate we felt a retaining wall to support the existing walk and some revisions in the taper would allow us to squeeze by within right of way shown on original plans. We all agreed that a retaining wall would not be as desirable as a slope easement on the north side.

On Main Street between Columbus and Elm the following widths will be tried, beginning 2 feet south of the existing sidewalk:

13 foot outside travel lane. This width will line up with the lane east of Columbus.
11 foot interior lane
12 foot turn lane
11 foot interior lane
14 foot outside lane
5 foot sidewalk

Also they will revise curb radius to obtain as near to 55 feet as possible. This may have to be less because of the short distance between Columbus and Elm Streets.

All this is dependent on the purchase of needed additional right of way south of Main Street between Pickell Real Estate and Elm Street.

I discussed the right of way with Neil Flanagan, Region 3 Right-of-Way Supervisor, and he had met with Medford officials and advised them of what they had to do to make the changes in access and right of way that would be required to implement this revised design.

He indicated he has advised the city officials of what FHWA will and will not participate in.

cc: Region 3
Don Walker, City Engineer - Medford
✓ Hal Versteeg
Gary Potter
file

9600

Medford

1 Versteeg Doc
Anderson
2 Christensen ſtu
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JUN 25 1981
ROAD DESIGN SECTION
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NOTED
W. E. COLE

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

TELEPHONE: (503) 776-7485

REFERRED TO
Beard Staudenmeyer
1 Cole W.E.C. Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

June 23, 1981

Hal Versteeg
State Design Engineer
ODOT Building
Salem, Oregon 97301

4TH STREET-10TH STREET (MEDFORD) SEC., FAU 2421 (COLUMBUS AVENUE)

I have reviewed the State's preliminary plans for subject project and offer the following comments:

1. Lane widths on Main Street east and west of Columbus are not adequate as proposed. We would suggest that 15'-12'-12'-15' is more suitable. The Don Stathos Bicycle Path (Medford to Jacksonville) starts on the west side of Columbus Avenue and it would seem reasonable to allow some extra lane width to accommodate bicycles along Main Street east of Columbus as well. The north curb could be moved to 2-feet south of the existing sidewalk in this area and the balance of the section gained by going southerly.

   It should be noted that a 15'-12'-12'-15' section is a suitable standard to carry west to the westerly urban growth boundary near Oak Grove Road. This is a strip commercial area that warrants the two through lanes with the center lane refuge. The City will require this section of any new development that occurs in this area.

2. There should be no access to the lot between Columbus and Elm.

3. The curb radius at Elm Street should be 55 feet to allow for trucks and/or buses to make the turn simultaneously.

4. Cross-sections taken between Stations 20+00 and 23+00 will show a drop of 12-36 inches from the edge of pavement to the sidewalk along the north side of the street. How will this be handled?

5. Sidewalks along arterial or commercial streets are required to be 7-feet wide per City Code.

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JUN [illegible] 1981
ROAD DESIGN SECTION
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Bring Up ___/___/___
Action

6. Driveway aprons are required to be 6-inch thick concrete also by City Code.

7. Are elevations of this project available? I would like to see how the drainage is being handled.

If you have any questions regarding these comments, please let me know.

Don Walker

Don Walker, P.E.
City Engineer

ahf
CC: L.E. George
Traffic Engineer
Alfred Shirley, Jr.
Neil Flanagan

9600 4-16-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(2)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

2A. COUNTY NAME Jackson

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/16/81

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
4th Street - 10th Street (Medford) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4/9/81 you are now authorized to proceed with the actual acquisition of File No. 51893 as shown on R/W map 1R-4-679 at a TEC of $1,200 Federal Funds $1,058. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
APR 21 '81
REFER TO Mohring
FOR
Info | Imed. | R/D | D/K | Sign | Act | File

cy Jay W. 4-21-81

14. DATE 4/16/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossne

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9600

Medford

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

March 20, 1981

J. H. Versteeg
Road Design Engineer

File No. 51893
4th Street-10th Street (Medford)
Columbus Avenue (City Street)

Attached is a description, an authorization and prints for one additional file for the subject project scheduled for October 22, 1981.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

9600

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

TELEPHONE: (503) 776-7485

March 13, 1981

Mr. D. E. Swan
Operation Programming Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

Enclosed herewith is City of Medford check No. 018171 in the amount of $6,800 for the right-of-way acquisition phase on the 4th Street-10th Street section of Columbus Avenue.

This is in response to your letter of February 25, 1981, indicating that acquisition will begin upon your receipt of the enclosed check.

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf

3-18-81
Check to Acctng.
G

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 18 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

THE CITY OF MEDFORD
MEDFORD, OREGON

No. 018171 T
24-16/1230

DATE
[illegible]/81

PAY**** [illegible] DOLLARS [illegible] CENTS

AMOUNT
[illegible]

TO THE ORDER OF

[illegible] STATE/HIGHWAY DIVISION
TRANSPORTATION BLDG.
SALEM, [illegible] 97310

Albert H. Densmore
MAYOR

[illegible]
RECORDER

⑈018171⑈ ⑆123000165⑆12394463⑈

DOWNTOWN BRANCH • THE OREGON BANK • MEDFORD, OREGON

9600

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS .TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2421(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM

Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80130

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/12/81

8. FEDERAL ROUTE NUMBER FAU 2421

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

4th Street - 10th Street (Medford) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/24/81 I approve the relocation plan dated March 14, 1979 and you are now authorized to proceed with all phases of right of way acquisition for files 50502 and 50503 as shown on R/W map IR-4-679 at a TEC of $115,000 Federal Funds $101,406.

RECEIVED
STATE H'WY ENGR
MAR 19 '81
REFER TO

Eng Dr
3-20-81

14. DATE 3/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9600

February 25, 1981

ACC

Mr. Robert D. Kortt
City Traffic Engineer
City of Medford
City Hall
Medford, Oregon 97501

Dear Mr. Kortt:

We have submitted a program to FHWA for the Right-of-Way acquisition phase on the 4th Street-10th Street Section of Columbus Avenue.

Financial sharing of the R/W phase is:

Total R/W Cost	$115,000.00
Less Federal Funds	101,400.00
Less State Share	6,800.00
CITY SHARE	$ 6,800.00

Acquisition will begin when we receive your $6,800 advance deposit. The attached sheet defines three options for making your deposit.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 869: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 869 when advance deposit is received.

9600

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 24, 1981

In Reply Refer to
File No.:
PRO 6-2

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80130
Project No. M-2421(2)
4th St.-10th St. (Medford) Section
Jackson County

Enclosed is data consisting of PR-1 forms, sketch maps, relocation plan and right of way map 1R-4-679 on the subject project.

I request the following:

1) Approval of the relocation plan for the project.
2) Authorization to proceed with the actual acquisition of right of way all phases at an estimated total cost of $115,000 with an obligation of $101,406 in Federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map.

The relocation consists of a possible business move; therefore, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Region 3 Right of Way Office in Roseburg.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

2-25-81
To Type
G

A copy of the State Clearinghouse A-95 Review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: A. Shirley, Region 3
J. Boyd
F. Lowe
Gary Zehner
General Files

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AI

(F

2-24-81

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Columbus Ave. (Medford) 21 65	**ADT**	PRESENT 8,400	FUTURE --- (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Right of Way Acquisition 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. U	FEDERA 24

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	 FEDERAL FUND 88.18%
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**		"4th St.-10th St. (Medford)Section"	0.34	115,000	101,406
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY C.L	PROJECT TOTALS	0.34	115,000	101,406
1	14	PROGRAM APPROVAL DATES 1-19-78			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-81

65	**ADT**	PRESENT 8,400	FUTURE --- (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 80130 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 2421 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Jackson CODE 029 (14) (16)

ROUTE NO. U FEDERAL-AID 2421 STATE (32) City St. (36) U.S. (37) --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
0.34	115,000	101,406	6,797	6,797 (City)	
0.34	115,000	101,406	6,797	6,797 (City)	
	(16) (23)	(24) (33)			

REMARKS
Additional Data: see item No. 80130; Project No. M-2421(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

4th Street-10th Street (Medford) Section
Project No. M-2421(2)

Project Data: Work under this project consists of right of way acquisition all phases as required for the future construction to provide four travel lanes on Columbus Ave., widen Main Street to four travel lanes with left turn lane and revise existing signal to multiphase.

FHPM 7-7-2 Requirements: Finding of No Significant Impact (FONSI) approved by FHWA on January 23, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings -------- Offered. None requested.
b) Location/Design -------- Approval granted by FHWA on 1-23-81 by approval of the FONSI.

Data for PR-37: Relocation Assistance ------- Moving Costs (1) business -----$13,000

Note: This project is in Congressional District No. 4.

4600

2-10-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2421(1)

STATE PROJECT NO. See below

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME Jackson

ITEM NO. 80130

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sign | Ad | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1/23/81

FEDERAL ROUTE NUMBER FAU 2421

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

4th Street - 10th Street (Medford) Section

GENERAL DESCRIPTION OF WORK:

PS&E preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $4,500 - F.F. $3,860
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FONSI concurred in and approved by FHWA 1/23/81. (Mr. Swan's request of 2/3/81)

DATE 2/10/81

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-468

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 3, 1981

In Reply Refer to
File No.:
PRO 6-2

TO:
Ernie Valach
Acting Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM:
D. E. Swan
Operation Programming Engineer

SUBJECT:
Preliminary Engineering (Phase 2)
Item No. 80130
Project No. M-2421(1)
4th St.-10th St. (Medford) Section
Jackson County

I request authorization as of January 23rd to proceed with the portion of preliminary engineering, including utility preparatory work and archeological salvage, necessary to obtain PS&E approval at an estimated total cost of $4,500 with obligation of $3,860 in Federal funds.

This request is based on the fact that the Finding of No Significant Impact (FONSI) was approved by FHWA on January 23, 1981.

JLG:bkc

cc: Alfred Shirley (Region 3)
Gary Zehner
General Files

Form 734-3122

FOURTH STREET-TENTH STREET
(COLUMBUS AVENUE/MAIN STREET) TRAFFIC IMPROVEMENTS
CITY OF MEDFORD
JACKSON COUNTY, OREGON

Oregon Project M-2421(1)

FINDING OF NO SIGNIFICANT IMPACT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

12-12-80
Date

E J Hunter
Assistant State Highway Engineer

1-23-81
Date

B J Valach
Federal Highway Administration Official

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

Fourth Street-Tenth Street
(Columbus Avenue/Main Street)
Traffic Improvement
City of Medford
Jackson County, Oregon

This project has been thoroughly reviewed by the Federal Highway Administration and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This finding of no significant impact is based on the attached applicant prepared environment assessment (reference other environmental documents as appropriate) which has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

1-23-81	E J Valach	Program Development Engr.
Date	Responsible Official	Title/Position

9600

70 Accy 11-14-80

Form E-33 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 4th St. - 10th St. (Medford)
Date October 31, 1980
Highway FAU 2421 (Columbus Ave.)
Authorization No. 3
County Jackson
Survey Prefix 315-1957 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the intersection of Columbus Ave. with 4th Street on the North, to the intersection of Columbus Ave. with 10th St. on the South.

Purpose of Survey:

Prepare Plans, Specifications, and Estimate to provide 4-travel lanes on Columbus Ave., widen Main St. to provide for left turn pockets at Columbus Ave., and install traffic signals at the intersection of Columbus Ave. and Main St.

Estimate of Costs: (Through Design Approval)

Resident Engineer	(901)	$7,500
Consultant Fees	(904)	12,000
Final Design	(905)	0
Bridge Design	(906)	0
Preliminary Design	907)	1,000
Soils & Geology	(910)	900
Traffic	(911)	300
Utility Liaison	(914)	500
Project Management	(920)	50
Specifications	(921)	1,500
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	1,000

M-2421 (1)

10-28-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 24,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

E S Hunter

Assistant State Highway Engineer

SP*23604-731

Gr Jp

COST ACCOUNTING
FOR
SURVEY AUTHORITY

RECEIVED
NOV 17
ADP-KEY PUNCH

Project Management ______ Prefix 315 1957 Project Type ______

Description ______

Region # ___ Highway # ______ County # ___

MAJOR CLASS: Federal ___ State ___ Maintenance ___ ORS ___

FUNCTION NUMBER DISTRIBUTION AUTHORIZATION # 3

		ORIGINAL	REPLACEMENT
Resident Engineer	901		7 500
Citizens involvement	902		
Payment to local government	903		
Consultant fees	904		12 000
Final Design	905		
Bridge Design	906		
Preliminary Design	907		1 000
Field testing section (construction)	908		
Right of way descriptions	909		
Soils and geology	910		900
Signing (traffic department)	911		300
Landscape department	912		
Right of way - liaison & relocation	913		
Utility liaison	914		500
Audits by Accounting Section	915		
Photogrammetry	916		
Inventory needs	917		
Reconnaissance and Hydrology	918		
Engineering graphics	919		
Project Management	920		50
Specifications	921		1 500
Administrative Services-engineering	922		50
Environmental Section	923		1 000
Department of Transportation	924		
Air Monitoring	925		
Foundation investigation	926		
Training courses, conferences & seminars	950		
Employee relocation assistance program	955		
Personal leave	960		
Historical sites inventory	975		
Public hearing charges	980		
EEO monitoring expense	985		
"Non-State" employees travel	986		
TOTAL			24 800

REVISIONS:

Description ___

Flag No Further Chg. (11 Punch) ___

Remove Flag (0 Punch) ___

Change Prefix ___ From ______ To ______

DATE: 11/14/80 Signature: Ken Chisby

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2421(1)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM NO.

ITEM NO. 80130

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division - Salem, OR

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-28-80

FEDERAL ROUTE NUMBER FAU 2421

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Fourth Street - Tenth Street Section (Medford)

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-2-80, I approve the revised (Preliminary Engineering Costs) to a TEC of $36,900, Federal Funds $31,647.

(Increase TEC $18,400 FF $15,787.)

RECEIVED
STATE HWY ENGR
OCT 30 '80
REFER TO-
[illegible]
FOR
Info.	Inves	R/D	D/R	Sign	Act	File

10/30

DATE 10-28-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-888

9600

9-17-80

FOURTH STREET-TENTH STREET
(COLUMBUS AVENUE/MAIN STREET) TRAFFIC IMPROVEMENTS
CITY OF MEDFORD
JACKSON COUNTY, OREGON

Oregon Project M-2421(1)

ENVIRONMENTAL ASSESSMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

9-2-80
Date

E G Hunter
Assistant State Highway Engineer

9-17-80
Date

E J Valach
Federal Highway Administration Official

TABLE OF CONTENTS

Page

SUMMARY 1

CHAPTER I - INTRODUCTION

1.1 Background 5
1.2 Current Conditions 5
1.3 Problem 6

CHAPTER II - EXISTING SETTING

2.1 Study Area 7
2.2 Road Network/Traffic Circulation 7
2.3 Traffic Volumes 7
2.4 Accident History 10
2.5 Topography 12
2.6 Soils 12
2.7 Climate 12
2.8 Vegetation 12
2.9 Parking 12
2.10 Transit 15
2.11 Schools 17
2.12 Parks 17
2.13 Historical Landmarks 17
2.14 Socioeconomic Characteristics 17
2.15 Business Characteristics 18
2.16 Land Use and Housing 18
2.17 Zoning Patterns 20
2.18 Air Quality 20
2.19 Noise 20

CHAPTER III - DESCRIPTION OF PROPOSED ACTION

3.1 Purpose of Project 22
3.2 Project Description 22

CHAPTER IV - ANALYSIS OF ALTERNATIVE ACTIONS

4.1 Proposed Action 24
    4.1.1 Land Use Impacts 24
    4.1.2 Social Impacts 24
    4.1.3 Public Facilities 24
    4.1.4 Economic Impacts 24
    4.1.5 Transit Operations 25

TABLE OF CONTENTS (Cont.)

Page

4.1.6 Traffic Analysis 25
4.1.7 Cost 25
4.1.8 Noise Impacts 25
4.1.9 Air Quality Impacts 27

4.2 Other Actions 27

CHAPTER V - PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED 30

LIST OF FIGURES

FIGURE 1. STUDY AREA 8

FIGURE 2. EXISTING SYSTEM 9

FIGURE 3. PROPOSED IMPROVEMENT 23

TABLE OF CONTENTS (Cont.)

Page

LIST OF TABLES

Columbus Avenue/Main Street Traffic Improvements--Summary of Community and Environmental Impacts 2

Intersection Accidents Columbus/Main 10

Study Area Parking Survey, September 1979 14

Transit Schedule 16

Summation of Impacts of Each Alternative 28

SUMMARY

This Environmental Assessment documents the results of a community impact and environmental analysis performed for the Columbus Avenue/Main Street traffic improvements. The City of Medford contracted to have STRAAM Engineers perform the Environmental Assessment after City consultations with the Oregon Department of Transportation and the Federal Highway Administration indicated an Environmental Impact Statement was not required. An Environmental Assessment is required when a proposed improvement does not have a major impact on the community or the environment.

The intersection of Main Street and Columbus lies in the southwest quadrant of the City of Medford. In 1965, Main Street was constructed to its present design including traffic signalization. Columbus was widened to its present width, curbed, and guttered in 1964. In 1976, the signal phasing was adjusted to give added green time for a protected left-turn movement northbound on Main Street. There have been no improvements to this intersection since that time.

Main Street is part of the Federal Aid to Primary System (FAPS) and is also known as State Highway 272, or the Jacksonville Highway. Columbus Avenue is part of the Federal Aid to Urban System (FAUS). According to the 1976 Medford Comprehensive Plan, Main is designated as a principal arterial and Columbus is designated as a minor arterial.

Increased traffic volumes and left-turning movements have rendered the capacity of the intersection deficient. The high degree of left turn movement (as high as 33 percent on one leg) and the lack of left turn phasing on the existing signal controller have contributed to this deficiency.

Traffic accidents at the intersection have been increasing over the last three years. Out of the ten accidents occurring at the intersection since 1977, 60 percent have involved left-turning vehicles.

To solve this problem the City of Medford has identified traffic improvements which consist of the following four major elements:

- Installation of new signal heads and left turn phasing at the intersection.
- Widening of Main Street to five 11-foot travel lanes at the intersection, with two lanes in either direction and a left turn lane.
- Removal of parking on Columbus from Fourth to Tenth and re-striping for four 11-foot travel lanes. Columbus would taper to two lanes north of Fourth Street and south of Tenth Street.
- New illumination would be erected at the intersection.

There were two other alternative actions considered for this project. The first was to leave things as they are, or the "no build" option. The second alternative considered was the replacement of the existing signal with a more versatile controller, and no additional physical alterations to the intersection. A comparison of all three alternatives is shown on the following table.

COLUMBUS AVENUE/MAIN STREET TRAFFIC IMPROVEMENTS--SUMMARY OF COMMUNITY AND ENVIRONMENTAL IMPACTS

Impact Criteria	No Build	Minimum Improvement	Proposed Improvement
Topography	no impact	no impact	some impact from widening of Main
Vegetation	no impact	no impact	minor loss of street trees and shrubs
Population	no sig. impact	no sig. impact	no sig. impact
Employment	no sig. impact	no sig. impact	no sig. impact
Land Use	no sig. impact	no sig. impact	would eliminate one commercial use in an R-4 zone
Business Characteristics	no sig. impact	no sig. impact	no sig. impact
Residential Character	no sig. impact	no sig. impact	no sig. impact
Business Displacement	no sig. impact	no sig. impact	would displace one gas station
Residential Displacement	no sig. impact	no sig. impact	would displace one residence
Traffic Operation	no impact	provide left turns at intersection	provide left turn lanes and additional thru travel lanes at intersections
Traffic Control	no sig. impact	new signal and controller	new signal and controller
Traffic Circulation	no sig. impact	improve left turning capability somewhat	improves left turn and thru movement capability
Parking	no impact	no impact	remove parking on Columbus from Fourth to Tenth

Table continued on following page

Impact Criteria	No Build	Minimum Improvement	Proposed Improvement
Traffic Safety	accidents will continue to increase	may reduce accidents	will reduce accidents
Congestion	will increase	will increase	will decrease
Pedestrians	no impact	no impact	no impact
Community Facilities	no impact	no impact	no impact
Schools	no impact	no impact	no impact
Parks	no impact	no impact	no impact
Natural & Historic Landmarks	no impact	no impact	no impact
Total Project Cost	no cost	$80,000	$323,000
Noise	0-5 db increase corresponding to congestion and minimum traffic volume increase.	situation not analyzed	1-4 db increase from existing 1980 to build 2000 condition, corresponding to increased traffic volume.
Air	CO concentrations will remain at approximately existing levels.	situation not analyzed	CO concentration will be 0.1 to 0.2 mg/m^3 lower than under no-build. No violation levels as a result of this project are anticipated.

Construction of the proposed Columbus Avenue/Main Street improvement would result in some unavoidable adverse impacts.

A small amount of privately-owned land would be acquired and converted to permanent public use. This would result in the loss of tax revenue to the City of Medford. It is estimated that .45 acres of land would be acquired with a resultant revenue loss of approximately $1,450 per year.

The residential land use adjacent to Columbus and Main Street would be subjected to noise impacts. The proposed improvement would result in a 1-4 db increase from existing 1980 to build 2000 conditions, corresponding to increased traffic volumes. There would also be a temporary increase in noise levels over existing conditions during construction of the improvements, resulting from the use of heavy power construction equipment required to build the project. Construction operations will be controlled by the requirements of Medford's noise ordinance.

Air quality, however, would be positively impacted by the proposed improvement. The CO concentration will be 0.1 to 0.2 mg/m^3 lower than under the no build scenario. No violation levels as a result of this project are anticipated.

Existing traffic flow would be disrupted as a result of construction activities, with periodic rerouting around the construction site. This would not require the diversion of traffic onto adjacent streets, but rather, traffic could still use Main and Jackson while construction is underway. This would temporarily increase traffic congestion on Main and Jackson, create time delay, and cause inconveniences to residents within the immediate area. Finally, some existing on-street parking between Fourth and Tenth Street on Columbus Avenue would be permanently lost as a result of the proposed improvement. This would appear to be of slight consequence, however, since the area proposed to lose parking is residential and little used.

The proposed improvement provides for the upgrading of an existing minor arterial street and major arterial street which are both part of an overall transportation system. Providing improved access, safety, and efficiency for traffic movement along Columbus and Main Streets would mean, in effect, that the total transportation system would be benefitted and would contribute to enhancement of long-term productivity of the southwest Medford area and improve access into and out of the downtown core.

CHAPTER 1

INTRODUCTION

1.1 BACKGROUND

The intersection of Main Street and Columbus Avenue lies in the southwest quadrant of the City of Medford. In 1965, Main Street was constructed to its present design including traffic signalization. Columbus Avenue was widened to its present width, curbed, and guttered in 1964. In 1976, the signal phasing was adjusted to give added green time for a protected left-turn movement northbound on Main Street. There have been no improvements to this intersection since that time.

In 1977, the city initiated action to secure funding for improvements to the intersection through Federal Aid to Urban Systems Funding. The Federal Highway Administration (FHWA) notified the city in 1978 that a negative declaration would need to be filed due to the fact that the project required right-of-way acquisition and had other potentially adverse effects.

1.2 CURRENT CONDITIONS

Main Street is part of the Federal Aid to Primary System (FAPS) and is also known as State Highway 272, or the Jacksonville Highway. Columbus Avenue is part of the Federal Aid to Urban System (FAUS). According to the 1976 Medford Comprehensive Plan, Main is designated as a principal arterial and Columbus is designated as a minor arterial.

Columbus is presently a two-lane facility with a 44-foot pavement width and a 60-foot right-of-way. On-street parking is allowed on both sides of Columbus between Fourth and Tenth Streets. There are approximately 85 on-street parking spaces on Columbus between the two streets.

Main Street is constructed within a 60-foot right-of-way. West of Columbus, the pavement is 40-feet wide, and east of Columbus, the pavement is 36-feet wide. There is no parking on Main Street from Columbus to Elm Street.

The intersection of Columbus and Main Street is presently signalized with a two-phase, fixed-time controller. There is a seven-second lagging green on the eastbound leg of Main Street (in other words, westbound traffic is terminated seven seconds early).

Both roadways are presently striped for two lanes. At the intersection, Main is presently striped with a left turn lane on the west leg, and Columbus is striped for a left turn on the south leg and a right turn on the north leg. Traffic volumes on Columbus are 10,100 vehicles per day and 13,800 vehicles per day on Main Street.

1.3 PROBLEM

Increased traffic volumes and left-turning movements have rendered the capacity of the intersection deficient. The high degree of left turn movement (as high as 33 percent on one leg) and the lack of left turn phasing in the existing signal controller have contributed to this deficiency.

Traffic accidents at the intersection have been increasing over the last three years. Out of the ten accidents occurring at the intersection since 1977, six have involved left-turn accidents.

CHAPTER 2

EXISTING SETTING

2.1 STUDY AREA

This project encompasses an area which is bounded by Tenth Street on the south, Fourth Street on the north, Western on the west, and Myers Court on the east. The area (see Figure 1) is west of the central business district and approximately one mile west of I-5.

2.2 ROAD NETWORK/TRAFFIC CIRCULATION

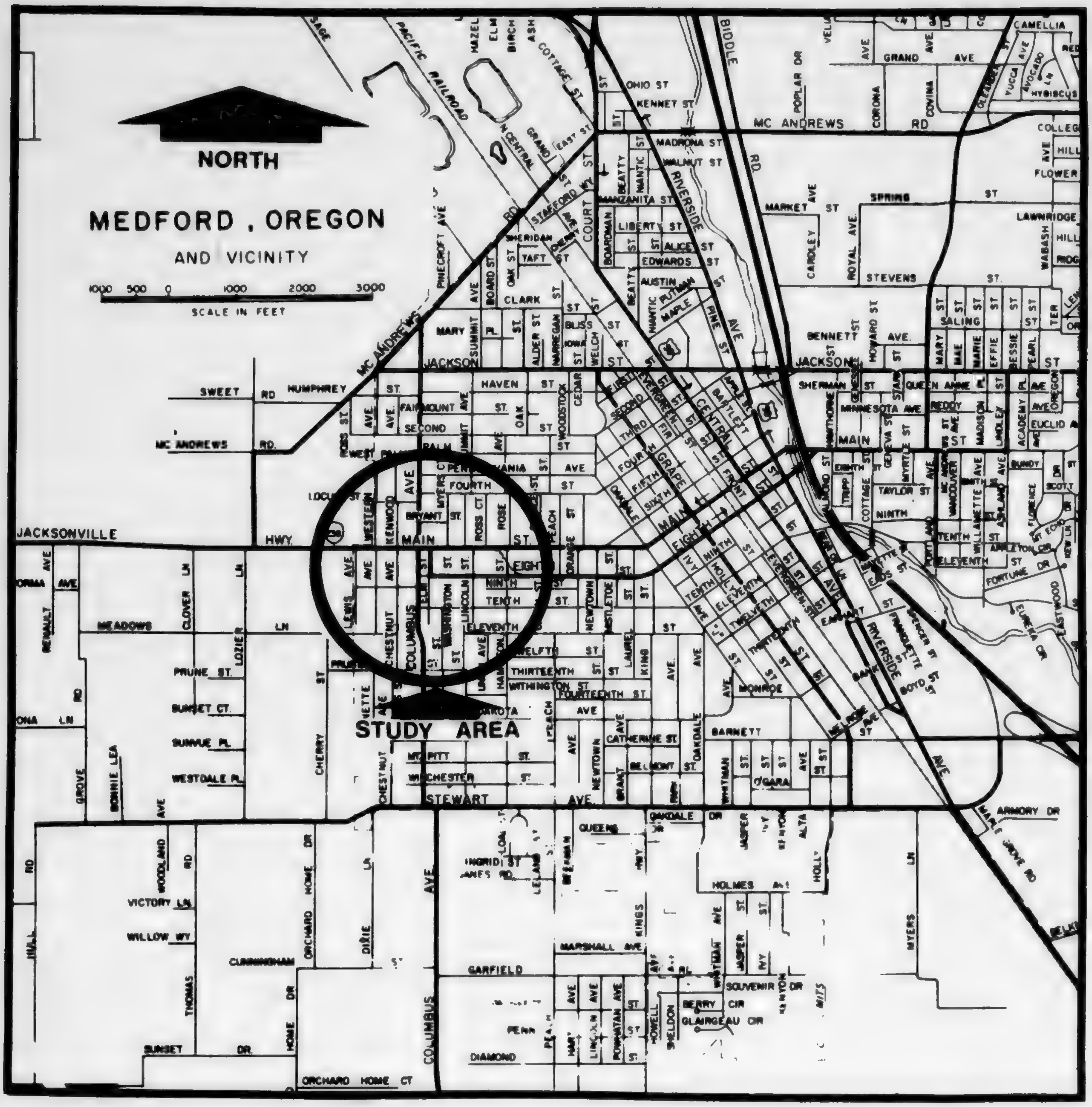
The existing road pattern is shown in Figure 2. As it currently functions, Main Street is a two-lane, two-way street west of Elm Street. East of Elm Street, Main Street is a one-way, two-lane westbound corridor. Eastbound traffic on Main Street is channeled south on Elm Street to Eighth Street which forms the other half of a one-way couplet. Currently, there is a left turn lane striped on the west leg of Main Street.

Columbus Avenue is a two-lane, two-way street with parking on both sides. At the intersection of Main Street, Columbus is striped for a left turn lane and a through lane on the south leg while it is striped for a right turn lane and through lane on the north leg.

2.3 TRAFFIC VOLUMES

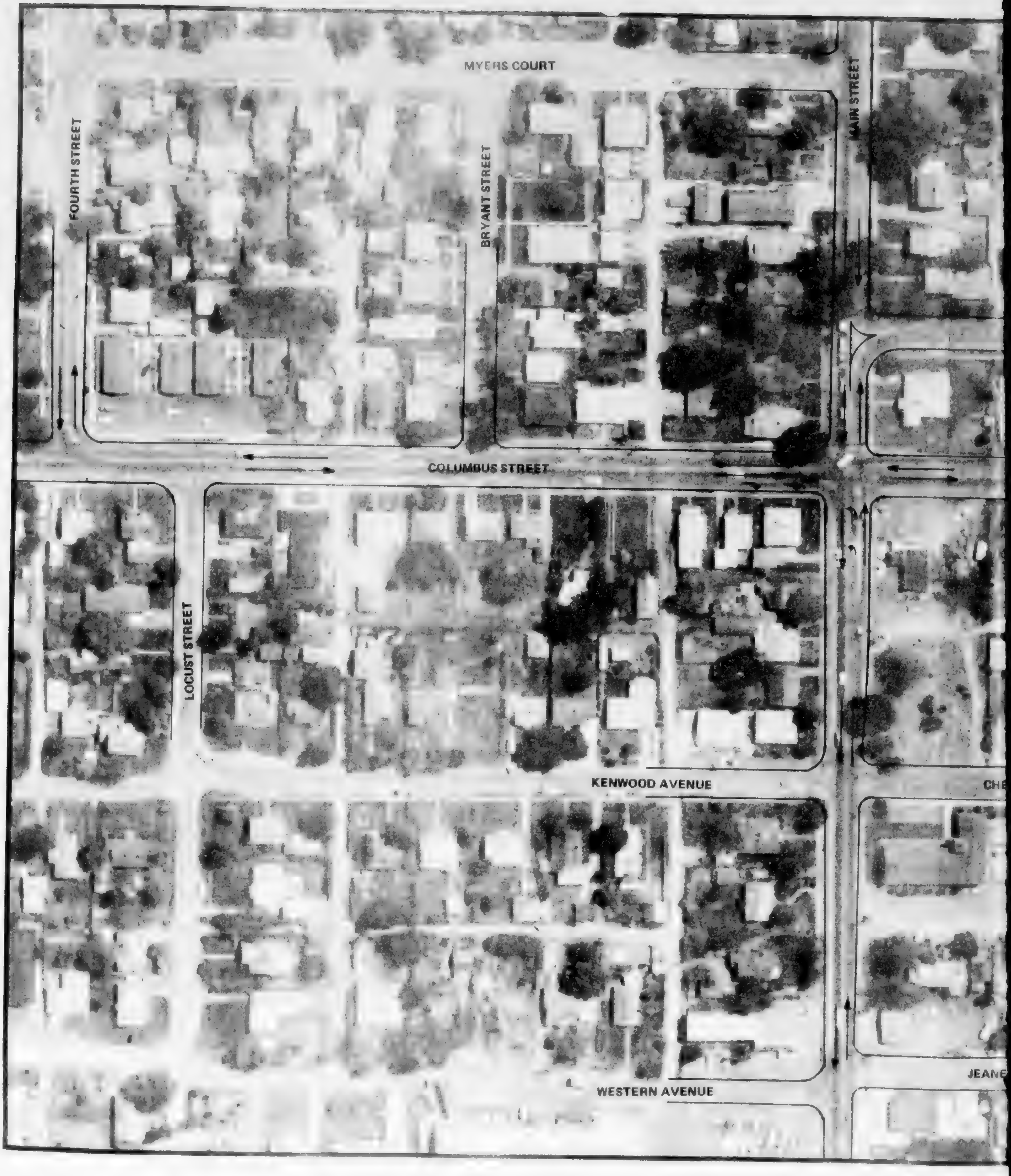
Traffic volumes are measured in terms of the number of vehicles using the roadway during a 24-hour weekday period and expressed in terms of average daily traffic (ADT) and the highest hourly count or peak hour (PK HR). Traffic volume counts were obtained by means of mechanical counters in July 1978 and May 1979. In addition to vehicular volume counts, peak hour turning movement counts were taken (4 to 6 p.m.) in 15 minute intervals during September 1979. The results are described for each leg of the intersection.

- West leg of Main Street (Chestnut to Jeanette): The 1978 ADT on this leg of the intersection was 13,830, and the peak hour count was 1,102 vehicles. The peak hour left-turning movement varied from 19 to 32 percent. The peak hour right-turning movement varied from 14 to 18 percent. The total turning movement (left and right turns combined) varied from 35 to 43 percent during the peak hours.
- East leg of Main Street (Elm to Columbus): The 1978 ADT at this leg of the intersection was 9,660 and the peak hour count was 789 vehicles. The percent of the peak hour left-turning movement varied between one and five percent. There was no right turn count taken due to the low turning volume.


NORTH
MEDFORD, OREGON
AND VICINITY
1000 500 0 1000 2000 3000
SCALE IN FEET
STUDY AREA
JACKSONVILLE HWY.
MAIN ST.
JACKSON ST
MC ANDREWS RD
STEWART AVE.
COLUMBUS AVE
RIVERSIDE AVE
BIDDLE RD
PACIFIC RAILROAD
CENTRAL
COURT ST
CRATER LAKE HWY

STUDY AREA

FIGURE 1


MYERS COURT
FOURTH STREET
BRYANT STREET
MAIN STREET
COLUMBUS STREET
LOCUST STREET
KENWOOD AVENUE
CHE
JEANE
WESTERN AVENUE

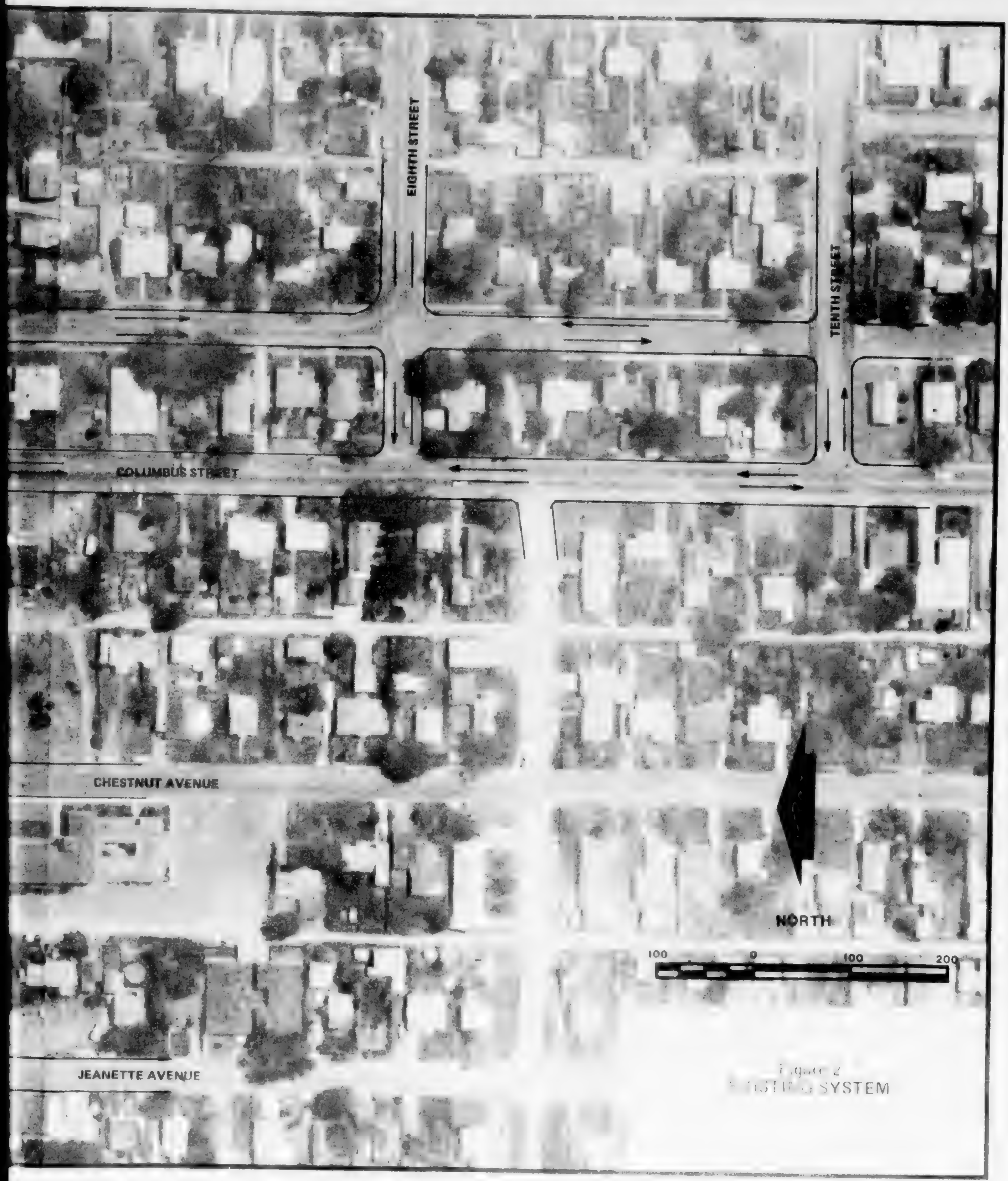

EIGHTH STREET
TENTH STREET
COLUMBUS STREET
CHESTNUT AVENUE
JEANETTE AVENUE
NORTH
100
0
100
200

Figure 2
EXISTING SYSTEM

- South leg of Columbus (Main to Eighth): The 1978 ADT at this leg was 8,162 and the peak hour count was 789 vehicles. During the peak hour, the percent of left turn volume varied between 24 and 38 percent. There was no right-turning movement count taken due to the low turning volume.
- North leg of Columbus (Main to Bryant): The 1978 ADT was 10,140 on this leg of the intersection and the peak hour count was 892 vehicles. The percent of left-turning movement varied between two and nine percent. The percent of right-turning movement varied from 32 to 33 percent. The total percent of all turning movements at this leg of the intersection ranged from 34 to 42 percent.

Hourly volume counts on Main Street indicate that the peak hours on this facility extend from 11:00 a.m. to 6:00 p.m. This is most likely due to the fact that Main Street is one of the major arteries feeding the central commercial area and traffic volumes are high during business hours.

Currently, the existing level of service at the intersection is estimated at between C and D during the peak hour.

2.4 ACCIDENT HISTORY

There have been 42 accidents at this intersection since 1974. A breakdown of accidents by year is shown in the following table.

INTERSECTION ACCIDENTS COLUMBUS/MAIN

Year	Accidents
1974	13
1975	9
1976	10
1977	2
1978	4
1979 (thru April)	4
TOTAL	42

The reduction in accidents between 1976 and 1977 coincides with changes in signal phasing which were made in 1976. Since 1977, the number of accidents has been on the increase.

Of the ten accidents which have occurred at this intersection since 1977, six have involved left-turning vehicles; of those six turning accidents, four involved vehicles attempting to turn left from Main Street southbound onto Columbus, indicating that the lack of a protected left have turn is a contributing factor in accidents at this intersection.

2.5 TOPOGRAPHY

The City of Medford is located in the Klamath Mountain range and lies in the Bear Creek Valley which has a relatively flat valley floor. This specific study area is uniformly flat. The elevation is approximately 1,400 feet with the terrain sloping from south to north with the higher elevation being at a southerly direction. The general elevation change in this area is approximately 50 feet per mile.

It is estimated that there is only a few feet of elevation difference between the south end of the study area and the north end. Slope and topography will not affect the proposed action, nor will it be impacted by any construction action. Therefore, topography will not be addressed any further in this report.

2.6 SOILS

The study area is located in a soils area called the High Stream Terraces which is composed of the Agate-Winlo soils association. According to the city's comprehensive plan, this association consists of well to poorly drained soils composed of shallow clay loam to very gravelly clay soils. This association is generally found between the elevation range of 1,280 feet to 1,430 feet. This particular association contains no other inclusions of other soils.

Composition of this association shows approximately the first nine inches to be a loam soil separated by a hardpan from a clay loam soil which penetrates to a depth of 15 inches. From this point down to 60 inches, there is essentially a gravel hardpan.

The agate soils are well drained and shallow. The depth to the silica cemented hardpan ranges anywhere from 14 to 18 inches. The Winlo soils, on the other hand, are poorly drained and moderately deep. From the silica hardpan this soil is from 15 to 30 inches deep.

Because of the composition of this association, bearing strength is not a problem in terms of construction. However, the association does have a moderate to high shrink-swell potential due to changes in moisture content.

The composition of the soils association in the study area is not anticipated to affect any proposed construction nor would it be impacted by any proposed action. Therefore, soils will not be discussed any further in this report.

2.7 CLIMATE

The Medford area is characterized by a rather moderate climate containing marked seasonal characteristics. High temperatures during the summer months averaged slightly below 90 degrees, with occasional days exceeding

100 degress. During the winter months, temperatures are generally mild with only occasional days of below freezing weather. The annual average temperature is 54 degrees.

Average annual rainfall is in the order of 18-3/4 inches per year with the highest rainfall occuring in the months of November, December, and January, a range of between two and three inches per month. Little or no rain occurs during the June, July, August, and September months.

Prevailing wind direction is from the northwest in spring and summer while changing to south and southeast during the fall and winter months. During the spring and summer months, calm prevails roughly 30 percent of the time and during the winter, calm periods range from 40 to slightly over 50 percent of the time.

Climatic conditions do not have any direct affect on this project nor will they be affected by any construction action. Therefore, climate will not be discussed further in this report.

2.8 VEGETATION

Vegetation in the study area is limited to some rather large Douglas-fir trees and an assortment of deciduous trees, which are fairly uniformly spread out through the neighborhood, as well as individual landscaping surrounding the houses. By far, the ornamental shrubbery used for landscaping is the predominant element of flora within the study area. Nothing of particular outstanding quality or species was noted to be in the area. Also, no endangered species is known to be within the proximity of the study area.

2.9 PARKING

Within the study area on Columbus, there is a total of 85 parking spaces between Fourth and Tenth. This does not include parking on Main Street.

North of the Main and Columbus intersection, there is a total of 39 parking spaces, while south of the intersection there is a total of 46 spaces. A specific breakdown by block is as follows:

Main Street to Bryant - eastside:	7 spaces
Bryant to Fourth - eastside:	13 spaces
Main Street to Locust - westside:	14 spaces
Locust to Fourth - westside:	5 spaces
Main Street to Eighth - eastside:	3 spaces
Eighth Street to Tenth - eastside:	14 spaces

Main Street to Eighth - westside:	19 spaces
Eighth to Tenth:	10 spaces

There are several locations on Columbus Avenue where parking is prohibited. These include: north of the intersection on the east side for approximately 175 feet to the alleyway; and on the west side of Columbus north of the intersection for approximately 100 feet to the first driveway. There are also two other locations north of the intersection. One is a fire hydrant located on the west side of the street, almost across from the intersection of Bryant Street, and the other is a bus stop located approximately 200 feet north of the intersection on the west side of the street. South of the intersection on the eastside from the corner to what was originally an alleyway (200 feet), there is no parking, and effectively on the west side of the street, where the gas station is located, there is no parking for approximately 170 feet, although it is not signed.

The following table illustrates parking counts made at various times of the day to determine the type of use of on-street parking between Fourth and Tenth on Columbus.

STUDY AREA PARKING SURVEY, SEPTEMBER 1979.

Date	Time	Columbus between Main & Tenth	Columbus between Main & Fourth	Elm between Main & Eighth	Main between Columbus & Jeanette	Main between Elm & Meyers Ct.	Main between Elm & Washington
9/05/79	4:45 p.m.	0	3	-	-	-	-
9/05/79	6:00 p.m.	2	3	-	-	-	-
9/06/79	10:10 a.m.	0	2	2	0	2	5
9/06/79	11:10 a.m.	1	1	3	0	2	4
9/06/79	11:40 a.m.	0	3	2	0	2	5
9/06/79	1:45 p.m.	1	3	1	0	4	4
9/06/79	4:10 p.m.	4	1	-	0	2	2
9/06/79	5:50 p.m.	3	3	-	-	-	-
9/06/79	8:00 p.m.	6	5	4	0	2	3
9/06/79	10:00 p.m.	4	3	4	0	3	2
9/07/79	8:15 a.m.	2	4	2	0	5	3
9/07/79	9:15 a.m.	1	3	-	-	-	-
9/07/79	11:15 a.m.	2	1	-	0	1	2
9/07/79	1:15 p.m.	2	4	-	0	1	1

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*Construction

It is interesting to note that overall parking usage both north and south of Main on Columbus is extremely light. The higher counts were noted only during the evening hours.

On Main Street, west of the intersection for two blocks distance, no parking was observed on either side of the street during any of the time in which parking was counted. On the north side of the street, the shoulder is very narrow and drops off rather suddenly, making parking hazardous. On the south, parking is somewhat more conducive although the added left turn lane at the intersection causes the parking area to be utilized for through traffic.

East of the intersection to Elm Street, no parking is posted on both sides of the street. East of Elm Street, because of some multi-family units, there is fairly heavy parking on both sides during most of the day. South on Elm Street where the one-way couplet begins, parking is also extremely light, most of which is on the west side of the street.

2.10 TRANSIT

The Medford area is served by the Rogue Valley Transportation District and service is limited to a bus system. There are two routes which pass through the Columbus/Main Street intersection. These routes provide service from Medford to Jacksonville. The westbound route is Route 30, and the return from Jacksonville to Medford is Route 31.

Service on these two routes is from approximately 6:00 a.m. to 7:00 p.m. weekdays with some Saturday runs. The following schedule shows both the day of the week and the time that the bus passes through the intersection.

TRANSIT SCHEDULE

Days of Week	Route 30 Medford to Jacksonville West Main at Columbus	Route 31 Jacksonville to Medford West Main at Columbus
W	6:05	6:50
W	7:15	8:00
W	7:50	8:35
W-S	9:10	9:55
W	10:20	11:05
W-S	11:30	12:15
W	12:40	1:25
W-S	1:50	2:35
W	3:00	3:50
W-S	4:15	5:00
W	6:00	6:45

W: Indicates this trip runs on weekdays only.

W-S: Indicates this trip runs on weekdays and Saturdays.

Both of these routes utilize Main Street west of the intersection and Columbus Avenue north of the intersection. It should be noted that, at the present time, they are using mini-buses or van-type vehicles for this run, and no problems have been encountered at this intersection. However, in the future, if 30- to 40-foot buses are utilized, the right hand turn from Columbus to Main Street will be a problem because of the radius of the corner.

Current bus stops are near but not at the intersection. There is one on Columbus Avenue 200 feet north of the intersection on the west side. Both routes also stop in the area of the Blackbird shopping facility, two blocks west of the intersection on Main Street. The transit district indicated that it does not want any future bus stops to be located at that intersection because of the congestion and volume of traffic. In addition, no other routes are contemplated which pass through the Main/Columbus intersection.

2.11 SCHOOLS

There are no school facilities within the immediate study area. However, there are several schools in the general vicinity. Approximately one mile west from the intersection is the Oak Grove Grade School; north on Columbus approximately 3/4 of a mile is the Jackson Grade School. The same distance north and west is McLoughlin Junior High School, and to the south and east also approximately 3/4 of a mile is the Washington Grade School. Although school facilities will not be impacted by any proposed action, it is noteworthy that numerous school buses were utilizing both Main Street and Columbus during the time that traffic counts were taken of the intersection. These buses were generally in the 30- to 40-foot lengths and as previously noted, turning at the intersection was a bit difficult.

2.12 PARKS

No park facilities are within the immediate study area, although a major proposed neighborhood park would be located approximately one-half mile west of the intersection adjacent to Main Street. Park facilities will not influence any of the proposed actions nor will they be impacted by any construction action. Therefore, these will not be discussed further in the study.

2.13 HISTORICAL LANDMARKS

No known historic or archeological sites are known to be within the immediate study area or within proximity to this area. As a result, landmarks, per se, will not be discussed further in this study.

2.14 SOCIOECONOMIC CHARACTERISTICS

Since 1950, the City of Medford has doubled its population. The 1950 total population was approximately 17,000. In 1960 it had risen to slightly over 24,000, and in 1970 the census showed more than 28,000 persons. The estimate for 1978 provided by the Population Research Census Center located at Portland State University shows the estimated population to be 39,500. The projected population for the city is 51,000 for the year 2000. It is anticipated that the growth rates which have been experienced over the last decade will probably continue on through the 1980's.

Population distribution by age groups for Medford indicates the majority of population is above the age of 20. There is a relatively low percentage of pre-school population and a relatively low percentage of post-high school population. The age group with the greatest percent of distribution is from 35 to 60. There is also a significant number of persons over the age of 60. It is anticipated that the age groups at 45 and over will increase in the percentage of distribution while those under the age of 45 will decrease in percentage of overall population.

Within the study area, visual surveys of the residential areas showed that the area is virtually 100 percent developed. It is anticipated that the population within this area has been and will be very stable. The estimated population of the study area is approximately 500. It is assumed that the age distribution of the study area (and other socioeconomic characteristics) is the same as that found in the city as a whole (i.e. the neighborhood is a representative cross-section of the Medford population).

The estimated median family income for the City of Medford in 1975 was $12,794.

2.15 BUSINESS CHARACTERISTICS

Within the study area there are several business activities of varied nature. Most of these activities occur east of the intersection on Main Street. The most notable activity in the area is the Gas and Go service station on the corner of Main and Columbus. Although this station does provide some service and repair facilities, the predominant activity is retail gas sales. During the peak hours in which surveys were conducted at the intersection, it was noted that this service station was extremely busy. Most of the customers appeared to be coming from Jacksonville and were filling with gas on their way home from work. Most customer traffic passed through the service station property and exited on Columbus Street and proceeded south. It should be noted that any removal of this station will probably increase some of the traffic counts as turn counts at the intersection.

West of the gas station across the alley there are some triplex units of which one houses a real estate office.

At the edge of the study area, west on Main Street is a structure on the south side which houses a barber shop. Across the street from this is an apartment complex of which the front section is the Aquar-a-rama. Catercorner from this is the Cal-Ore Vacuum City operation. The edge of the study also borders the Blackbird Shopping Center which is a major commercial activity.

The only other business enterprise in the area is the Electrolux facility at the corner of Eighth and Washington. Little activity was observed at this particular location.

2.16 LAND USE AND HOUSING

Within the study area the predominant land use is residential. A few commercial operations do exist, most of these being on Main Street west of the intersection. The area is well developed with few parcels of vacant land remaining. Residential development is characterized by a variety of housing types and housing age. Housing ranges from pre-WWII dwellings to recent construction. Most notable are post-WWII houses that are fairly modest in size. There are also a variety of multi-family housing units mixed in with the single-family units. These range from duplex to apartment units.

The study area is developed such that the residential pattern is well established and is likely to continue on a long-term basis. The only change in the character of the neighborhood which would be anticipated is a trend toward additional multi-family housing.

The only nonresidential or commercial use noted in the area is a large church complex on Main Street on the southwest corner of Chestnut Street. This facility occupies a large parcel of property. The structure is in very good condition and well-landscaped.

The 1970 block statistic data from the U.S. Census showed that for those blocks included in the study area there were 208 single-family units and no multi-family units. These blocks composed almost all of the entire study area. The vast majority of these were owner-occupied as opposed to renter occupied. As far as condition of the various structures, less than one percent were shown to be either substandard or to have a crowding situation.

Because there has been redevelopment of multi-family housing units in the area and because the block statistic data did not include all of the study area, it is assumed that the dwelling unit count is approximately 20 percent higher than in 1970. Therefore, it is estimated that there were approximately 250 dwelling units within the study area and although most of these are still owner-occupied, the newer construction is primarily multi-family. The 1970 population composition in the area showed that the percentage under the age of 18 ranged generally from 20 to 35 percent while age 62 and above generally ranged from 10 to 15 percent.

An extensive survey of the study area showed that housing age varies considerably. Most of the housing in the area appears to be predominantly post-World War II vintage, however, there are some pre-World War II houses scattered throughout as well as some fairly recent construction. The overall character of the area is one of a rather heterogeneous mix of housing type and age. Unlike the data from the 1970 census, it would appear from this survey that the number of substandard structures is noticeable. However, the area in general is well kept and housing maintenance has obviously been good. General condition was from fair to extremely good condition. Predominantly the housing would fall into good to very good condition category.

With the exception of a few structures which would be considered substandard from a structural deterioration point of view, all housing seems to be occupied. Without question, this area is a viable residential area and does provide a variety of housing types at a variety of cost levels.

Although the overall character of the area in the past years has been predominantly single-family units, it is evident that the redevelopment that has occurred has been primarly multi-family. It would be expected that this trend would continue, although it is not likely that multi-family would become the dominant housing type in the area.

2.17 ZONING PATTERNS

Within the study area, there are three residential zones and one commercial zone. Residential zones include R-2, R-3, and R-4; the commercial zone is a C-2.

The R-2 zone is defined as a two-family residential district which allows for single-family dwelling units as well as duplexes to be located on 5,000 square foot lots or larger. The R-3 designation is a low-density multi-family zone which allows for single family, duplex, and apartments, again with a 5,000 square foot minimum lot size for single family, duplex, and 6,000 square foot minimum for apartments. The R-4 zone is a high-density multi-family designation allowing for single family, duplex, and multi-family units. Minimum square foot for single family and in duplex is 5,000 square feet and minimum lot size for apartments varies with the number of units. The C-2 is a limited commercial district and is intended for convenience shopping to serve residential neighborhoods.

The locations of the various zones are as follows. The R-4 residential zone runs east and west along Main Street with an approximate depth of one property on the north and south sides of the street. The R-3 zones encompasses a small area between Main and Ninth Street and between Columbus and Washington Street. C-2 zone covers only the last two properties on Main Street west of the intersection which are in the study area. The remaining area is designated R-2.

It should be noted that several of the commercial activities previously discussed, particularly the gas station and real estate office, which are along Main Street, would be classified as nonconforming uses.

2.18 AIR QUALITY

The Medford area is presently in nonattainment of total suspended particulate, ozone, and carbon monoxide standards. Due to the nature of the project, carbon monoxide (CO) is the pollutant of most concern. Monitoring for CO levels at a site within the study area was performed by the Department of Environmental Quality in December 1978. No violation levels of either the one-hour or eight-hour (40 mg/m^3 and 10 mg/m^3) standards were measured at this location, although occasional concentrations near the eight-hour standard were noted. These higher levels are partially a result of monitoring within ten feet of the roadway at an intersection. Refer to Appendix A for additional information.

2.19 NOISE

Ambient noise level monitoring was not conducted in the study area. Present traffic volumes were utilized to predict traffic noise levels. Noise sensitive property is presently located from 30 to 50 feet from the centerline of streets in the study area. Noise levels were predicted utilizing the FHWA Highway Noise model. The energy equivalent noise level (Leq) was predicted for the peak noise hour during the day. This occurrence corresponded with the peak truck volume hour of 2:00 to 3:00 p.m. Existing peak Leq noise levels range from 54 to 67 dbA within the study area. Refer to Appendix A for additional information.

CHAPTER III

DESCRIPTION OF PROPOSED ACTION

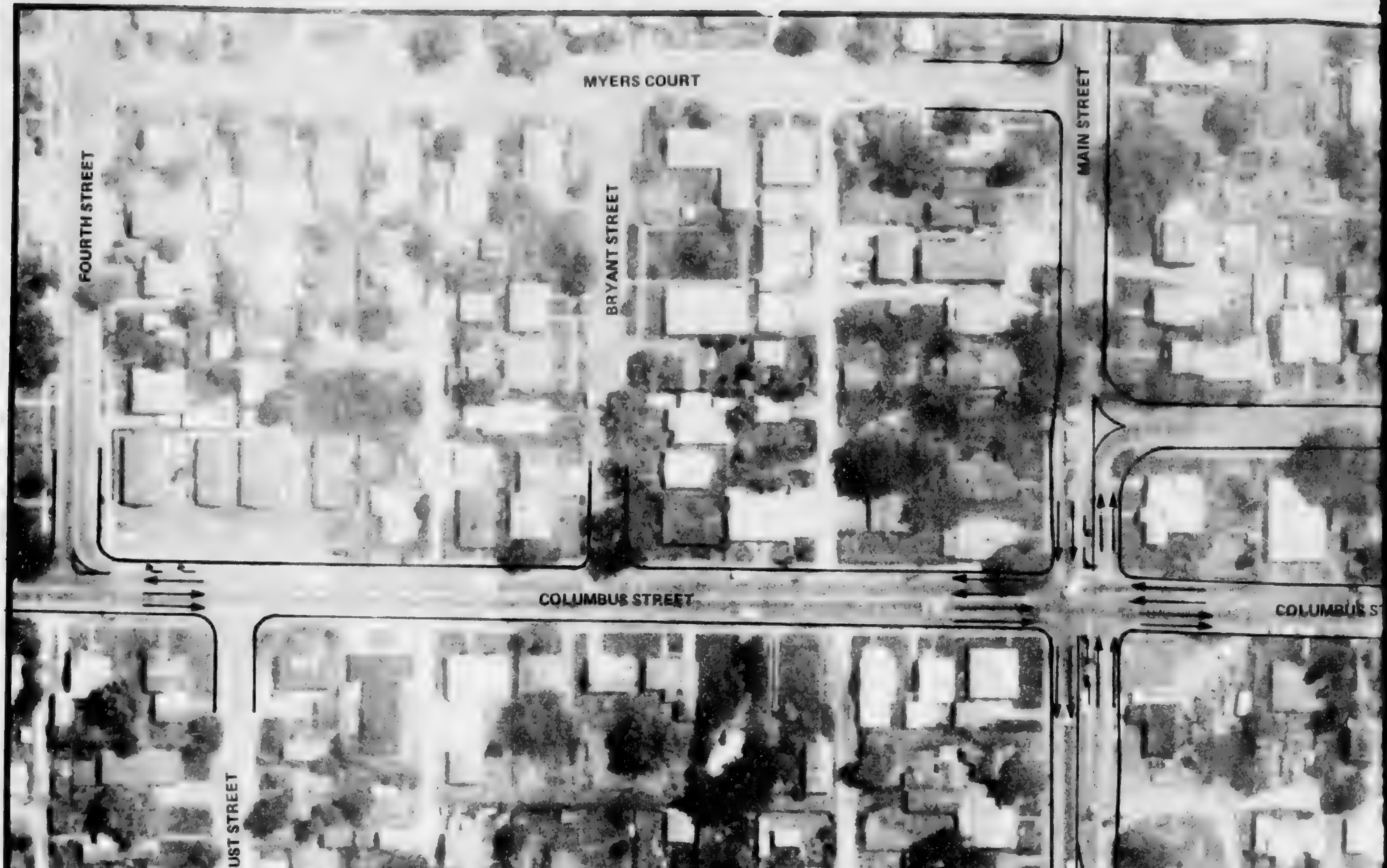
3.1 PURPOSE OF PROJECT

The objective of this project is to improve the safety of this intersection by reducing driver confusion. Providing protected left turns will reduce accidents and providing left channelization at the intersection will improve driver awareness as to proper lane usage.

3.2 PROJECT DESCRIPTION

A drawing of the proposed project is shown in Figure 4. The proposed project consists of the following four major elements:

1. The installation of new signal heads and a fully-actuated controller with left turn phasing at the intersection.
2. Widen Main Street to five 11-foot travel lanes at the intersection, with two lanes in either direction and a left turn lane. Thus, the five-foot offset would be eliminated, and Main Street would taper to two lanes west of Kenwood. The widening will require additional right-of-way from the south side of the street.
3. Parking on Columbus from Fourth to Tenth would be removed and the street would be re-striped for four 11-foot travel lanes. Columbus would taper to two lanes north of Fourth Street and south of Tenth Street.
4. New illumination would be erected at the intersection.


MYERS COURT
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JEANETTE AVEN E
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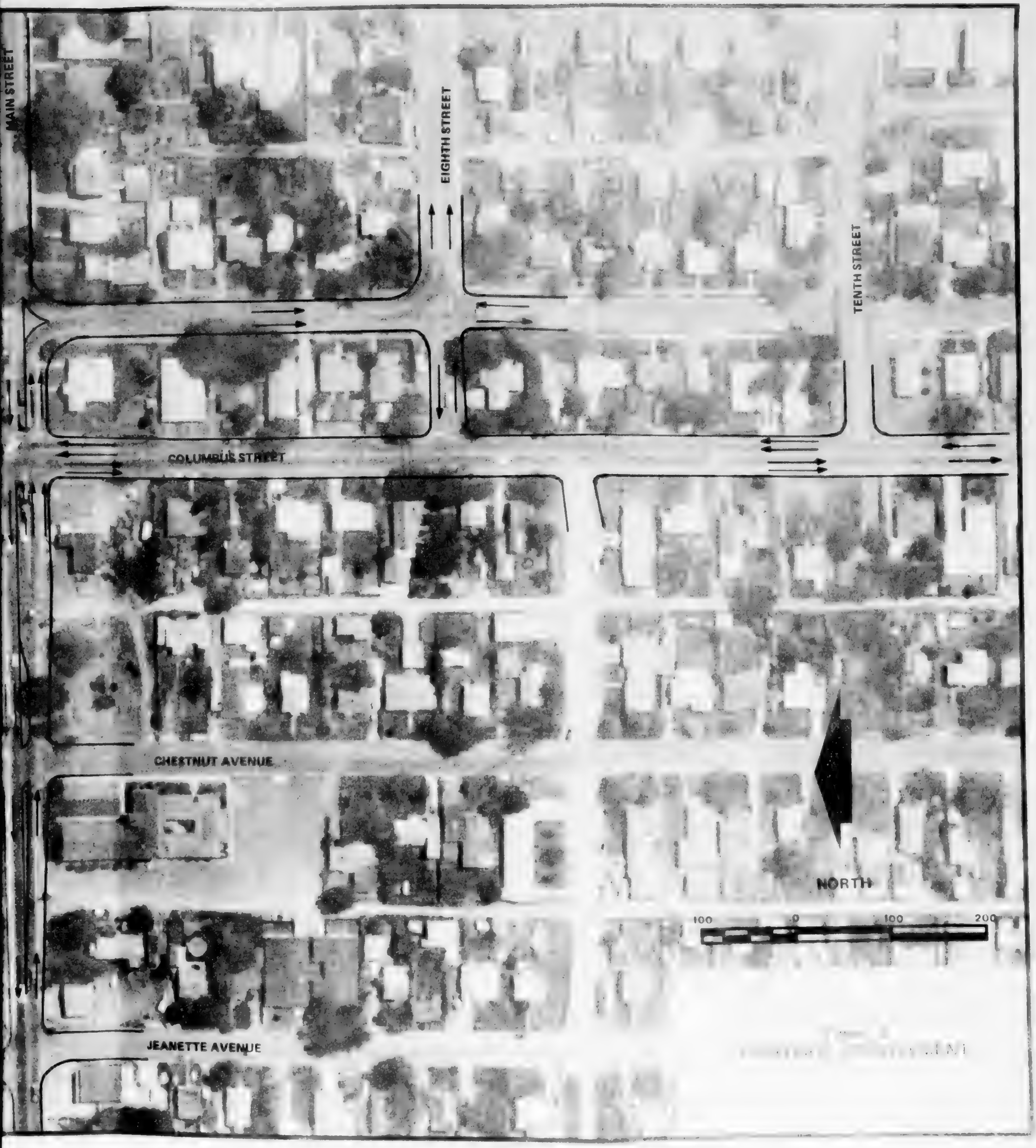
MAIN STREET
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CHAPTER IV

ANALYSIS OF ALTERNATIVE ACTIONS

4.1 PROPOSED ACTION

4.1.1 Land Use Impacts

The widening of Main Street on the south side, in order to provide additional travel lanes, will require the purchase of two parcels of land. One parcel, on the southwest corner of the intersection (1601 N. Main), now contains a gas station. This lot is approximately 7,500 square feet. The building on the lot is 64 feet by 53 feet and is constructed of concrete block with a metal roof.

The second parcel is the residence at 1529 W. Main Street. This is a one-story house of approximately 1,500 square feet, set on a 102 foot by 118 foot lot. The house is constructed of concrete block and contains no basement.

The proposed improvement would also remove parking on Columbus Avenue between Fourth Street and Tenth Street, which would result in some shift of on-street parking to side streets. This shift is expected to be minimal, since parking on Columbus is seldom utilized.

4.1.2 Social Impacts

The proposed improvement plan will result in the displacement of one residence and one business. This displacement is not expected to significantly change the population and character of the neighborhood. It would remove a commercial use in an area which is primarily zoned residential. Suitable replacement housing should be available; if not, housing of last resort would be pursued.

4.1.3 Public Facilities

There are no public facilities or services within the study area and the proposed improvement is not expected to have any direct effect on any public services or facilities outside of the study area. It will indirectly affect the schools by providing a safer and less congested intersection for the school buses which use it.

4.1.4 Economic Impacts

This improvement would result in the loss of revenue for the existing gas station that would require removal. The acquisition of the gas station and residence, which total approximately .45 acre, would remove approximately $1,450 in tax revenue, but this should be more than made up in enhanced values for the many remaining parcels.

4.1.4 Transit Operations

The local public transit agency, as well as public school buses which use the Columbus/Main intersection, would benefit from the proposed improvements. The Rogue Valley Transit District would benefit from a longer curb radius on the northwest corner of the intersection. This would aid the transit vehicles in making the turn from Columbus to Main westbound, particularly if the transit district goes to larger buses. The improvement would also provide a safer intersection for public school buses and minimize the travel time through the intersection.

4.1.6 Traffic Analysis

The proposed improvement would provide a traffic actuated multi-phase controller and new signal heads. These improvements would allow the option of protected left turns at each leg of the intersection. In addition, the widening of Main Street and the removal of parking on Columbus Avenue will provide two approach lanes on each leg of Columbus Avenue and two approach lanes plus a left turn lane on each approach of Main Street.

The improvements will reduce the congestion due to conflicting turning movements and upgrade the operation of the intersection to a level of service B (1980 estimates). It is also concluded that the improvements should result in a reduction in traffic accidents at the intersection. This could result in an annual savings of approximately $8,500 per year (1978 dollars) from losses otherwise incurred because of traffic accidents.

Additional benefits from this improvement will be in terms of reduce travel time and delay for motorists using the facility, and improved access into the central Medford core area.

4.1.7 Cost

The cost of constructing the improvement, including signal, grading, paving, signing, etc., is estimated at $209,000. An additional $114,000 is estimated to be required for the purchase of the additional right-of-way, relocation, and moving expenses. The estimated total cost of the project is $323,000 (in 1978 dollars).

4.1.8 Noise Impacts

Impacts

Noise predictions were made using the FHWA Highway Traffic Noise Prediction Model.* Predictions were made for the peak truck hour. Results were as follows:

IMPACTED PROPERTIES

Year	Condition	Number of Noise Sensitive Properties Impacted**
1980	Present	15
1982	No-build	15
1982	Build	34
2000	No-Build	5
2000	Build	50

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*A technical noise study report has been prepared and is available upon request.

**Noise levels above maximum allowable for activity category "B" (residences, motels, hotels, etc.) Leq 67 dBA.

For all properties the maximum increase in noise levels for no-build from 1980 to the year 2000 is no greater than Leq 2 dBA. The difference between the 1982 build and no-build is no greater than 3 dB, and for the year 2000, no greater than 4dB. Some of these increases may be perceptible, however, since a 3 dB change in noise level is required to perceive a difference.

Areas adjacent to the project will be exposed to additional noise during project construction. This noise results from the kinds of equipment used: compactors, backhoes, graders, pavers, trucks, compressors and jackhammers, for example. However such noise should be of relatively short duration since the overall construction period is expected to be less than 3 months.

Mitigation

Long term noise mitigation measures considered included:

-vehicle type and time restrictions.
-designation of exclusive vehicle lanes.
-realignment of streets.
-property acquisitions to eliminate noise impact.
-creation of an exclusive truck route.
-motor vehicle noise regulation.
-architectural noise mitigation of private property.
-physical noise abatement measures: berms and/or walls.

Many of these measures are beyond the scope of this project, which basically proposes traffic management measures to relieve left-turn congestion at a key intersection. The first six measures identified above either conflict with the purpose of the project, are regional in scale, or are impractical given the size of the project and of anticipated impacts.

Architectural noise mitigation of private property is not feasible due to the prohibition of the use of State funds for this purpose.

Physical noise abatement measures such as bems or walls are not appropriate due to individually established accesses to noise sensitive properties which would render a berm acoustically ineffective. Even if on-street access to all properties were blocked and restricted to bisecting alleys, a berm or wall would have to exceed 15-18 feet in height to break the line of sight to a second story bedroom. Due to the projected minor increase in noise, narrow width of roadway, density of homes in the project area, and the need to block street access, barrier walls are not recommended.

Construction noise abatement can be dealt with. The following construction noise abatement measures will be included in the project construction specifications:

1. Time constraints will be placed on construction activities. These constraints will be from 10:00 p.m. to 7:00 a.m. on weekdays, from 10:00 p.m. Saturday to 7:00 a.m. the following Monday (weekends), and on all legal holidays,

2. All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment,

3. No equipment shall have an unmuffled exhaust,

4. All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the following noise mitigation may be implemented at the discretion of the resident engineer:

1. Stationary construction equipment can be located as far from nearby noise sensitive properties as possible,

2. Shutting off idling equipment can be required,

3. Noise construction operations can be scheduled near the middle of the day,

4. Nearby residents can be notified whenever extremely noisy work will be occuring,

5. Permanent or portable acoustic barriers can be used around stationary construction noise sources.

4.1.9 Air Quality Impacts

A more detailed air quality report has been prepared and is included in Appendix A of this document. The following is a summary of the air quality analysis.

The air quality impacts of the proposed project were assessed using dispersion modeling and emission level estimates. Model CO predictions were made for 1980 (existing), 1982 and 2000 (no-build and build). Under the no-build alternative, CO concentrations are expected to remain at or slightly lower than existing levels. Building the project is expected to decrease CO concentrations over the no-build condition between 0.1 to 0.2 mg/m^3. Violation levels are not predicted to occur in the study area.

Analysis of gross emissions was performed for carbon monoxide, hydrocarbons, oxides of nitrogren, and lead. Lead emissions, and therefore concentrations, are estimated to be decreasing for both the no-build and build alternatives. The decreasing levels of hydrocarbons and relatively constant levels of NO_x indicate that increases in ozone formation will not occur as a result of building the proposed project. However, local and temporary elevated levels of particulate may be expected during the construct phase. Attempted control of particulates will occur by the use of watering trucks. In general, results from the air quality analysis indicate that the Columbus Avenue/Main Street project is consistent with the State Implementation Plan for Oregon.

4.2 OTHER ACTIONS

There were two other alternative actions considered for this project. The first was to leave things as they are, or the "no build" option. The second alternative considered was the replacement of the existing signal with a more versatile controller and no additional physical alterations to the intersection. A comparison of all three alternatives is shown in the table at the end of this section.

Option 1 - No Build: This option would result in the continued deterioration of the operations of this intersection. Projected increases in traffic volumes will result in more congestion and a continued rise in accidents.

It is estimated that the intersection will function at a level of service "D" by the year 1980. A high degree of left-turning movements will continue to result in traffic stacking up on three legs of the intersection due to the lack of adequate street width and signal phasing for both through and turning movements. The north leg of Columbus Avenue also lacks sufficient curve radius for right-turning vehicles onto Main Street, resulting in vehicles needing to slow down to a near stop to make a right turn onto Main.

It is estimated that there will be eight to ten accidents at this intersection in 1980 if no improvements are made. These accidents will result in an estimated annual economic loss of approximately $14,000 in 1978 dollars.

Option 2 - Minimum Improvement: This option would require the replacement of the existing out-of-date signal and controller with a more versatile system which would be actuated on the basis of traffic demand and provide left-turn phasing. A new signal system could allow protected left-turning options at each leg of the intersection. This would be a slight improvement over the existing conditions. It would result in only a partial solution due to the fact that in order to operate properly, the left-turning movements at each turn of the intersection needs to be separated from the through movement.

The new signal system would improve flow on Columbus northbound because left-hand turn storage is provided, but it would not improve the situation at the other three legs of the intersection because they each have only one approach lane. Traffic would still be delayed on the other legs due to conflicts of unseparated through and turning movements.

The total cost for this option is estimated at $80,000.

SUMMATION OF IMPACTS OF EACH ALTERNATIVE

Impact Criteria	No Build	Minimum Improvement	Proposed Improvement
Topography	no impact	no impact	some impact from widening of Main
Vegetation	no impact	no impact	minor loss of street trees and shrubs
Population	no sig. impact	no sig. impact	no sig. impact
Employment	no sig. impact	no sig. impact	no sig. impact
Land Use	no sig. impact	no sig. impact	would eliminate one commercial use in an R-4 zone
Business Characteristics	no sig. impact	no sig. impact	no sig. impact
Residential Character	no sig. impact	no sig. impact	no sig. impact
Business Displacement	no sig. impact	no sig. impact	would displace one gas station
Residential Displacement	no sig. impact	no sig. impact	would displace one residence
Traffic Operation	no impact	provide left turns at intersection	provide left turn lanes and additional thru travel lanes at intersections
Traffic Control	no sig. impact	new signal and controller	new signal and controller
Traffic Circulation	no sig. impact	improve left turning capability somewhat	improves left turn and thru movement capability
Parking	no impact	no impact	remove parking on Columbus from Fourth to Tenth

Table continued on following page

Impact Criteria	No Build	Minimum Improvement	Proposed Improvement
Traffic Safety	accidents will continue to increase	may reduce accidents	will reduce accidents
Congestion	will increase	will increase	will decrease
Pedestrians	no impact	no impact	no impact
Community Facilities	no impact	no impact	no impact
Schools	no impact	no impact	no impact
Parks	no impact	no impact	no impact
Natural & Historic Landmarks	no impact	no impact	no impact
Total Project Cost	no cost	$80,000	$323,000
Noise	0-5 db increase corresponding to congestion and minimum traffic volume increase.	situation not analyzed	1-4 db increase from existing 1980 to build 2000 condition, corresponding to increased traffic volume.
Air	CO concentrations will remain at approximately existing levels.	situation not analyzed	CO concentration will be 0.1 to 0.2 mg/m^3 lower than under no-build. No violation levels as a result of this project are anticipated.

CHAPTER V

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

Construction of the proposed Columbus Avenue/Main Street improvement would result in some unavoidable adverse impacts.

A small amount of privately-owned land would be acquired and converted to permanent public use. This would result in the loss of tax base to the City of Medford. It is estimated that .45 acres of land would be acquired, which now accounts for approximately 1,450 in tax revenue per year.

The residential land use adjacent to Columbus and Main Street would be subjected to noise impacts. The proposed improvement would result in a 1-4 db increase from existing 1980 to build 2000 conditions, corresponding to increased traffic volumes. The FHPM 7-7-3 criteria requires that commercial and residential land use not be subject to ^{Leq} noise levels exceeding 72 and 67 dBA, respectively. There would also be a temporary increase in noise levels over existing conditions during construction of the improvements, resulting from the use of heavy power construction equipment required to build the project. Construction operations will be controlled by the requirements of Medford's noise ordinance.

Air quality, however, would be positively impacted by the proposed improvement. The CO concentration will be 0.1 to 0.2 mg/m^3 lower than under the no-build scenarios. No violation levels as a result of this project are anticipated.

Existing traffic flow would be disrupted as a result of construction activities, with periodic rerouting around the construction site. This would not require the diversion of traffic onto adjacent streets, but rather, traffic could still use Main and Jackson while construction is underway. This would temporarily increase traffic congestion on Main and Jackson, create time delay, and cause inconveniences to residents within the immediate area. Finally, some existing on-street parking between Fourth and Tenth Street on Columbus Avenue would be permanently lost as a result of the proposed improvement. This would appear to be of slight consequence, however, since the area proposed to lose parking is residential and on street parking is little used.

B

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Jack Ayres
Region 3 Federal Aid Engineer

DATE: June 27, 1980

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY
Environmental Section GARY A. POTTER

SUBJECT: Columbus Avenue/Main Street
Medford, Oregon
Environmental Assessment

NOTED
E. S. HUNTER

I have reviewed the subject assessment, and with the corrections contained therein, I am satisfied as to the adequacy of the document. Please have the City or Consultant make the corrections as noted by Richard McSwain's letter and the rewrites that Tony George did. When the corrections are made, please submit one (1) camera ready, proofed original to this office so we can seek FHWA approval.

The cover should be changed to remove the Consulting Engineer's name from the cover, and whenever the words "negative declaration" appear; it should be changed to read environmental assessment.

GAP:ct

Attachments

cc: D. H. Moehring
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JUN 27 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387

9600

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

ORIGINAL SIGNED BY JACK AYRES June 23, 1980

REGIONAL FEDERAL AID ENGINEER

FILE: PRO 6

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: L.E. George
Traffic Engineer
SALEM

SUBJECT: 4th St. - 10th St.
(Medford) Section
City of Medford
Jackson County

Attached is a letter from Mr. Robert Kortt, City Traffic Engineer, concerning the mast-arm signal installation policy for the City of Medford. Also discussed is illumination pertaining to this project.

I believe the comments or questions mentioned in the last paragraph can best be addressed by the Salem Traffic Section and I am requesting that Traffic respond to Mr. Kortt if a response is necessary at this time.

ja/cp
attach.
cc: D.H. Moehring
G. Thornton
B. Maude

PROJECT MANAGEMENT BRANCH
[✓ ASHE ☐] STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 24 1980
REFERRED TO Gary
FOR Info
FILE: PM FA LG.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

TELEPHONE: (503) 776-7485

June 17, 1980

Alfred Shirley, Jr.
State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Jack Ayres

Gentlemen:

This letter is in response to your letter of June 2, 1980, concerning the proposed signal installation on Columbus Avenue at Main Street which is part of the 4th Street-10th Street (Medford) section of Columbus Avenue (FAUS 2421).

The City of Medford has been specifying signal mast arms in lieu of span wire mount signals at new or reconstructed intersections for at least the last eight years.

Over this period of time, signal mast arms have been specified at intersections where we have used federal funds (FAUS), developers requirements for signals and 100% City funded installations. All FAUS installation in Medford has been mast arm with one exception, that being the installation at the intersection of Biddle and the I-5 northbound offramp installed several years ago with span wires due to extremely wide intersection conditions with large radiuses. In this case, the intersection location is in an outlying area of the City next to the freeway and is operated and maintained by OSHD.

We assume that we can continue to specify mast arms on FAUS projects as part of the total project cost. It is our desire to continue with this policy.

We have specified illumination as part of the project consistent with IES recommended standards. The City supports the street lighting program. In fact, we have a City-wide residential street program under way now to upgrade residential areas. At the same time, we are installing new lighting as part of our own arterial street projects and on federal-aid projects as approved. If there are any comments or questions, please advise.

ROSEBURG REGION
RECEIVED
JUN 20 1980

RE	RME	RCE	ROE	TE
	DES	RSB	RPR	
GEO.	FAE	RBI		

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf

cc: L.W. Powell
L.E. George
W. Hart
George Thornton

1600

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

January 14, 1980

Mr. Jack Ayres
Regional Federal Aid Engineer
Oregon Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Subject: Negative Declaration
Columbus Avenue, 4th to 10th Street
FAUS Project No. 2421(1)

Dear Jack:

This letter is a request for a status report on the above project to clarify certain environmental issues and to assess the project objectives which have or have not been completed by STRAAM Engineers, Inc. as defined in the signed agreement.

The City is aware that there seems to be a difference of opinion on the part of ODOT and/or FHWA and STRAAM Engineers, Inc. Since this is a federally funded project, final approval on whether or not the consultant has met EPA guidelines rests with the FHWA.

The consultant had submitted a draft copy of the Negative Declaration to your office under their cover letter of October 16, 1979. On November 1, 1979, the Negative Declaration had been reviewed by the State Environmental Section in Salem, and a recommendation forwarded to the FHWA that additional information would be required on two subjects -- Air Quality and Noise.

Handwritten FHWA response to the draft document indicates that generally they are not satisfied with certain portions of the document as submitted and that additional data will be required.

By their letter of December 27, 1979, to the City of Medford, STRAAM Engineers, Inc., responded to the questions raised by ODOT and FHWA by indicating that they have fulfilled their contractual obligations to this point as expressed in the draft proposal. This is supported by a letter dated December 17, 1979, from Seton, Johnson and Odell, Inc., the subcontractor to STRAAM on the air quality and noise elements. Their letter responds to State and FHWA concerns.

Mr. Jack Ayres
Ore. Dept. of Transportation

Page two
1-14-80

Subject: Negative Declaration
Columbus Avenue, 4th to 10th Street
FAUS Project No. 2421(1)

STRAAM Engineers, Inc., has pointed out that they have not contracted to do an "Environmental Impact Statement" but have been retained to prepare a "Negative Declaration". They further indicate they have to date met these requirements and that State and FHWA requests on the draft document are outside the scope of the existing contract.

EPA has issued Transportation Planning Guidelines. The procedural guidance given in the guidelines has been supplemented with specific technical guidance that has been provided by EPA as required by FHPM 773. The question is whether or not the existing contractural agreement, by both explicit requirement and by implication directed STRAAM Engineers to prepare certain criteria to satisfy air quality and noise policy requirements as mandated by EPA.

It would appear that a meeting of all parties concerned would be in order, possibly in Salem, to see if these issues can be resolved so that this much delayed project now scheduled for a fall 1980 bid opening can be resumed.

Thank you for your cooperation and service.

Sincerely,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
CC: STRAAM Engineers, Inc.
Lew Powell

Meeting scheduled in Potters' office
1-25-80 @ 10:30 am

9600

FAU

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6658~~ 440-3399

July 30, 1979

Mr. Carl Reinke
Straam Engineers, Inc.
P.O. Box 02201
Portland, OR 97202

In Reply Refer to File No.: PRO 6

MISC. CONTRACTS and AGREEMENTS No. 9605

Dear Mr. Reinke:

Attached is your signed copy of the Consultant Agreement for preparation of a Draft and Final Negative Declaration for the 4th to 10th Street section in the City of Medford.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: Robert Kortt
D.H. Moehring ✓
George Thornton
Ron Busey

PROJECT MANAGEMENT BRANCH
SLE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒ 9
[illegible]
REFERRED TO ________ ✓
FOR ________ M
FILE: PM FA LG.

Form 734-8122

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED AID PROJECT NO. M-2421(1)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administration
Salem, Oregon

PROGRAM NO.

ITEM NO. 80130

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25'79
REFER TO
FOR
Info Inves R/D D.R Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-24-79

FEDERAL ROUTE NUMBER FAU 2421

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

4th Street - 10th (Medford) Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 12, 1979, I approve the Consultant Agreement with City of Medford and STRAAM Engineers, Inc. for the preparation of a Draft and Final Negative Declaration for the subject project for a lump sum amount of $12,000 which includes a net fee of $904. This authorization does not require additional obligation of funds as per my PR 1240, dated February 3, 1978.

DATE 7-24-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1633

July 12, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
FROM: D. E. Swan D. E. SWAN
Operation Programming Engineer

SUBJECT: Project No. M-2421 (1)
Local Government Consultant Agreement
4th Street - 10th Street Section
Columbus Avenue, FAU 2421
City of Medford & STRAAM Engineers, Inc.

Attached for your consideration are two conformed copies of a Consultant Agreement covering the preparation of a Negative Declaration for the City of Medford by STRAAM Engineers, Inc.

A pre-award audit and selection procedure evaluation have been performed by the State Highway Accounting Section and a copy of the report is attached. The deletions suggested in the report have been accomplished. A review of the consultant's records and procedures shows them capable of segregating allowable and allocable project costs.

We request your approval now of the Consultant Agreement under the provisions of FHPM 6-1-2-2, authorization to proceed with the work by consultant and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachments

9600

City will: 1) prepare draft environmental statement
2) Hold hearing
[illegible] other [illegible] activity
for [illegible] [illegible]

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

The consultant work is poorly defined
[illegible] a liaison contact?

June 29, 1979

Recommended for approval subject to comments noted
☒ Area Engineer ....
☐ Bridge Engineer ....
☐ Right of Way ....
☒ Env. Coord. (Gast)
☒ Planning ....
7/5/79 .... *
Date District Engineer
Return To Fapa

AE 3

FOE

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. M-2421(1)
Local Government Consultant Agreement
4th Street - 10th Street Section
Columbus Avenue, FAU 2421
City of Medford & STRAAM Engineers, Inc.

Attached for your consideration are two conformed copies of a Consultant Agreement covering the preparation of a Negative Declaration for the City of Medford by STRAAM Engineers, Inc.

A pre-award audit and selection procedure evaluation have been performed by the State Highway Accounting Section and a copy of the report is attached. The deletions suggested in the report have been accomplished. A review of the Consultants records and procedures shows them capable of segregating allowable and allocable project costs.

We request your approval now of the Consultant Agreement, under the provisions of FHPM 6-1-2-2, authorization to proceed with the work by consultant and the return of one approved copy of the agreement for our files.

* Pg 2 Time of beginning & completion.
¶ 2 & 3 not clear.

MCH:fkc
Attachments

cc: Cliff Laux
Jack Ayres, Region 3

Draft?
What's an acceptable document?

REC[illegible]
OREGON

STATE OF OREGON
HIGHWAY ACCOUNTING
DEPT.
378-2874
TELEPHONE

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: June 21, 1979

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
City of Medford/STRAAM Engineers, Inc.
DEIS, Columbus Ave. 4th to 10th Sts.

Definition Statement

A memo to you dated May 30, 1979 from "Buz" Swan requested the referenced evaluation. The project consists only of a "Negative Declaration," (DEIS) to be prepared by consultant for a $12,000 lump sum.

Analysis

City submitted a letter dated December 29, 1978 outlining its consultant selection process. The selection of Regional Consultants, Inc. was overturned by OSHD on grounds that he was not qualified for certain aspects of the project. STRAAM had declined to submit a proposal because of other commitments (see letter dated December 11, 1978), but subsequently did so. This proposal was signed by both City and OSHD Region Engineer. The process is acceptable.

The format of the Agreement is standard for engineering consultant projects, and is generally appropriate. However, Jack Sollis and I recommend that the extensive material dealing with construction be deleted as marked. It serves only to confuse and complicate an understanding of the terms of the project. Paragraphs and pages of the revised format must be re-numbered.

The arithmetic of Exhibit "A" is correct as are the other accounting provisions of the Agreement. Mr. Evans, Staff Auditor, has made a limited site review of Consultant's records and procedures and finds them capable of segregating allowable and allocable project costs.

The fixed fee (profit) is reasonable and acceptable. The overhead factor is supported by a statement from the U.S.E.P.A. and the D.C.A.A.

Conclusion

I recommend approval of the proposal after deletion of marked passages concerning construction.

DWJ:cw

cc: D.E. Swan
Jack Ayres
R.J. Hacek

APPROVED
V. E. Skoog
V. E. SKOOG, C[illegible]
[illegible] State [illegible]

9600

Medford

HIGHWAY DIVISION 378-6558

J. B. Boyd
Right of Way Manager
Building
J. H. Versteeg
Road Design Engineer
4th Street-10th Street Sec.
Columbus Avenue (Medford)
Jackson County
Files 50502 & 50503

February 15, 1979

Attached is an authorization, descriptions, and prints for subject project, which is scheduled for the 3rd Quarter, 1979.

By:

Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Anderson___

RECEIVED
FEB 15 1979
ENGINEERING
SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

7600

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

December 29, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ROSEBURG REGION
RECEIVED
JAN - 2 1979
A

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	[illegible]	RBI	SEC	

Subject: Negative Declaration Assessment
FAUS, Columbus and Main Street Project No. M-2420(1)

Dear Mr. Shirley:

The City of Medford solicited proposals from three consulting firms for the purpose of having a consulting firm prepare a "Negative Declaration" and noise study for "FAUS" project in Medford.

The three firms were as follows:

1. Straam Engineers, Inc.
2. Leonard Schoolcraft & Associates
3. Regional Consultants, Inc.

Enclosed is a letter from Straam indicating they do not wish to provide a proposal. Leonard Schoolcraft & Associates letter was returned for lack of a current address. Regional Consultants has provided a proposal and it is included herewith.

Please review the proposal from Regional Consultants. The scope of work is to prepare preliminary and final Negative Declarations as part of the A-95 review process pursuant to regulations in the Federal Aid Highway Program Manual, Volume VII, Chapter 7, Section 2.

Consultants are to attend all public hearings. City will make available to consultant all recent traffic counts, zoning and comprehensive plan development along with existing base mats, reports and relevant construction plans.

Please review the enclosed submittal from Regional Consultants, Inc. and advise if this will be acceptable by the State and FHWA. If this is acceptable, we request that the cost of the Negative Declaration be made part of the total project cost for this project.

If there are any questions or comments, please advise.

Very truly yours,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
Atch.

9600

PROJECT MANAGEMENT OFFICE MEMO

Date 8-3-78

Subject 4th - 10th St (Medford) FAU File No.

Received (call) (~~visit~~) from Gary Potter

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Field survey complete. Project in final design per Bill Sample. However no Neg Dec which City was to prepare. Should precede design. Potter having Jack Ayres contact Medford. Potter could do if City requests and properly documents

Signature G Nemir

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

76-D

RECD 8-1-78
Z

SECTION: 4th to 10th Street (MEDFORD)
HIGHWAY: COLUMBUS AVENUE (FAUS 2421)
COUNTY : JACKSON
PREFIX : 315-1957
RES. ENG. RON BUSEY

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a upgrading of the intersection of Columbus and Main streets to provide for 4 lanes on Columbus Avenue, a new traffic signal and widen Main to provide left turn refuges.
The project includes grading, paving, curbs, sidewalks, traffic signal, street lighting, and signing.

The northerly terminus of the project is at the intersection of 4th and Columbus Avenue (Eng sta. 2+20). The southerly terminus is located at the intersection of 10th and Columbus Avenue (Eng. sta. 18+70).
The total length of the project is 0.31 miles. However there is some widening on Main street to provide left turn refuges. This involves an additional 800 feet of work.

This will be a 4 lane street located in the city of Medford in a residential and business area.

The AWT (Average Weekday Traffic) as provide by the city of Medford is as follows:

4th to Main	10,100	AWT
8th to 10th	8,200	AWT

These counts are as of May 1978. They do not have any projections.
The city also has some recent counts on Main St. (Jacksonville Highway) between Jeanette Street and Chestnut:

January	1978	12,300 AWT
April	1978	13,000 AWT
July	1978	16,000 AWT

These compair reasonalby with out 1976 ADT of 11,100 0.01 mile west of Columbus Avenue.

TYPICAL SECTION: The existing curb to curb width on Columbus is 44 feet. It is presently striped for two lanes with parking. It will be restriped for 4 lanes with no additional widening anticipated. Parking would be eliminated.

Main will be widened at the intersection to 55 feet to provide a left turn refuge in both directions. 55 feet provides for only 11 foot lanes. This was reduced to the bare minimum because of right of way problems on the south side near station 21+50. More details on this later in the widening and right of way sections.

The base depths on Main were received from C. Gregg.

A $1\frac{1}{2}$ inch overlay on Columbus Avenue is suggested to level and cover the existing striping.

Surfacing depths on Main Street are as follows:

NEW WORK

Final Stage A.C.	1.5"
A.C. Wearing (Cl B)	2.0"
A.C. Base (Cl B)	8.0"

OVERLAY (MAIN STREET)

Final Stage A.C.	1.5"
A.C. Overlay (Cl B)	4.0"

Additional 1.0" for leveling

The addition of curbs and walks is planned on Main street from Kenwood street to Columbus Ave on the north side of Main st. Curbs and walks will be replaced after widening from Chestnut street to Columbus Avenue and curbs only from Jeanette to Chestnut streets on the south side of Main street.

HORIZONTAL ALIGNMENT: No major changes in alignment were made. There is a minor shift of the roadway on Main because of right of way restrictions. The centerline remains the same but the roadway was shifted to the north.

VERTICAL ALIGNMENT: No changes are anticipated in the existing grades. The intent is to overlay using the existing gradeline. Minor variations can be corrected with the 1 inch leveling coarse.

WIDENING, CURB & SIDEWALKS: Main Street-----This street was widened to provide left turn refuges and four lanes of traffic. At the time the city of Medford first conceived this project they anticipated purchase of the service station at the southwest corner of Columbus and Main and enough width of the then vacant lot at Chestnut and Main streets to provide standard lane widths. However a real estate firm built a office on that corner so close to the existing right of way line that we are restricted unless they purchase the new building.
In order to squeeze by the new real estate office we narrowed the lanes as much as we can and still meet minimum standards.

We also shifted the roadway north about 2 feet. This means the existing sidewalks (which are about 18 inches lower than the street) on the north side would be covered up by the required fill needed to back up the new curbs. We could either make the curb on that side into a retaining wall or cover the existing walks with a fill and build new walks at street level.
The fill behind the new walks will be right up against the existing right of way line but it can be squeezed in.
There are two driveways and one walk to be connected.

On the south side of Main street between Jeanette and Chestnut we are constructing curbs only. The walks are being omitted due to lack of right of way.
Curbs and sidewalks are being planned from Chestnut to Columbus because they now have curbs and sidewalks.

No work is anticipated on the north side of Main between Western Avenue and Kenwood Avenue.

Because of the shift of Main street west of Columbus Avenue it was necessary to rebuild a short section east of Columbus on the north side of Main to make the streets line up.

Columbus Avenue-----No widening or construction is planned except for a short section south of Main street to line up the curbs across Main. We were asked to do this by the City. There is presently a slight shift in the curb alignment across the intersection.

MATERIALS: There will be only about 90 cubic yards of excess material to be disposed of by the contractor. All aggregate materials may be obtained from local commercial sources.

RIGHT OF WAY: The necessary right of way will be purchased by the city of Medford. They propose to buy the house and lot between Columbus and Elm Street on the south side of Main and the service station on the southwest corner of Columbus and Main. They purpose to purchase only what is needed from the property on the east corner of Chestnut and Main streets. (See curbs, sidewalks & widening section)

DRAINAGE:

The existing drainage pattern will be maintained by building new inlets and connecting onto existing inlet pipes after removal of existing inlets where needed.

There is one exception to the above is the drainage on the south side of Main street between Columbus and Elm. Presently the east half of Columbus and the west half of Elm drains east on Main street, across Elm to inlets about 3 blocks east on Main street. By widening Main between Columbus and Elm we have created a pocket and the water will no longer be able to cross Elm and flow east.

We propose to install a 12 inch storm sewer and inlet at the southeast corner of Main and Elm to drain the low spot.

The will add a very small drainage area to the system on Columbus. The city does not see this as a problem with the capacity of the system.

We are only adding half of each street for about a city block to the system.

PERMANENT: SIGNING

Most of the permanent signing that is in place can be utilized. There is some new signing that will need to be added.

This can be determined by the traffic section.

TEMP. PROT. & DIR. OF TFC.:

A signing plan and a summary of flagging hours is included in the plans and quantity calculation pad.

There are no special or unusual problems. The major problem will be created by the heavy traffic in this intersection. A restriction on blocking existing roadway before 8 a.m. and after 4 p.m. might merit consideration. These would be the peak traffic hours.

UTILITIES:

There are power lines, telephone poles, gas, TV cable, water and sewer located in the project area.

Power poles---- There are at least 5 power poles in the area that will require adjustment.

Telephone poles----There are about 4 telephone poles requiring adjustment. The only underground telephone cable is located at the northwest corner of Main and Kenwood streets which is outside the excavation areas.

Gas-----There are underground gas mains on both Columbus Avenue and Main street. We

believe the line under Main street will not be in the excavation area except for lines that cross the excavation to go up the alleys. The 30 inch depth should place them in the clear in these areas also. One possible conflict would be where a proposed 12 inch storm sewer line crosses Columbus on the south side of Main street. We will be under the gas main unless it is deeper than the 30 inch depth.
The service lines to each house could be in conflict.

TV Cable----- There are cables from SO TV Cable company located on power and telephone poles in the area. Any poles requiring adjustment would effect the TV cable.

Water-----The water mains are under the existing pavement on Main street. The should be no conflict except for services.

Sanitary Sewer-----These are 11 feet deep and thus there will be no conflict.

ILLUMINATION: The existing street illumination is 175 watt, mercury vapor lights mounted on existing power poles at various spacing. They are 25 to 30 feet high. They city wants the lights on Main street updated to 400 watt H.P. sodium lamps.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date July, 1978

Section 4 th. St.- 10 th Street (Medford)
County Jackson
Kind Of Work Grading-Paving-Signals
Length 1800
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		ALL	ALL	8%	13,590.00
2	Temporary Signs		Sq. Ft.	400	6.00	2,400.00
3	Temporary Protection & Direction of Traffic		ALL	ALL	3%	5,100.00
4	Flagmen		Hour	325	18.00	5,850.00
	---ROADWORK---					
5	Removal of Structures & Obstructions		ALL	ALL		2,500.00
6	General Excavation		Cu. Yd.	250	5.00	1,250.00
7	Finishing Roadbed & Slopes		ALL	ALL		2,000.00
8	Class "B" Asphalt Concrete Mix		Tons	2,425	14.25	34,556.00
9	Asphalt Cement in Mixture		Tons	161	102.00	16,422.00
10	Asphalt in Tack Coat		Tons	3	250.00	750.00
11	12 inch Storm Sewer Pipe (trench exc.	46.1)	Lin. Ft	212	14.00	2,968.00
12	10 inch Storm Sewer Pipe (trench exc.	0.8)	Lin.Ft.	8	21.50	172.00
13	8 inch Storm Sewer Pipe (trench exc.	0.6)	Lin.Ft.	6	16.50	99.00
14	Concrete Inlets Type CG-1		Each	4	550.00	2,200.00
15	Adjust Manholes		Each	9	200.00	1,800.00
16	Concrete Walks		Sq.Yd.	375	13.50	5,063.00
17	Concrete Curbs		Lin.Ft.	1,370	7.50	10,275.00
18	Concrete Driveways		Sq.Yd.	112	20.00	2,240.00
19	Const. Manhole		Each	1	1,000.00	1,000.00

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date July, 1978
Section 4 th. St.-10 th. Street (Medford)
County Jackson
Kind Of Work Grading-Paving-Signals
Length 1800'
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	---SIGNING---					
20	Type "D" Signs in Place		Sq.Ft.	140	10.00	1,400.00
21	Move & Reinstall Existing Signs		ALL	ALL		200.00
	---ILLUMINATION---					
22	Street Lighting		ALL	ALL		30,000.0
	---SIGNALS---					
23	Traffic Signal Installation, Complete		ALL	ALL		45,000.00
	SUB-TOTAL					186,745.00
	ENGINEERING & CONTINGENCIES				12%	22,500.00
	TOTAL					209,245.00

9600

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 4th St.-10th St. (Medford)

Date July 25, 1978, 19

Highway FAU 2421 (Columbus Ave.)

Authorization No. 2

County Jackson

Survey Prefix 315-1957 (Assigned by Salem office)

Description of termini, route, length, etc.: From the intersection of Columbus Ave. with 4th St. on the North to the intersection of Columbus Ave. with 10th St. on the South.

Purpose of survey: Prepare Plans, Specifications and Estimates to provide 4-travel lanes on Columbus Ave., widen Main St. to provide for left-turn pockets at Columbus Ave. and install traffic signals at the intersection of Columbus Ave. and Main St.

Estimate of cost:

Field	901	7,500
Plans	905	2,000
Soils	910	800
Traffic	911	700
Utility	914	200
Specifications	921	800

M-2421(1)
2/3/78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 12,000
Previous authorization	8,500
Additional authorization requested	3,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. . Carstensen
Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~ XXXXXXXXXXXXXXX

SP*23604-734

7600

6

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 21, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Services Agreement #92
Main and Columbus
City of Medford

TO: Virgil Wilson
Region 3 R/W Supervisor

MISC. CONTRACTS AND
AGREEMENTS No. 2761

Attached is a duplicate original and one copy of the subject agreement. You can send the duplicate original to the City of Medford and retain the copy for your file.

We note this is FAUS Project No. MO-2421(1), so a prefix will be assigned after programming.

AE
mp
Attach.

cc: A. Shirley, Jr., w/c
Local Gov't Programs, w/c
Relocation, w/c
Title, w/c
Finance, Attn: Freidow, w/c
Cecil Head, w/orig.

Noted in agree. book

NOTED
C. W. HEAD

9600

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

February 14, 1978

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of February 7, 1978, transmitting check no. 004172 dated February 2, 1978, in the amount of $1,315.00 as an advance deposit for the preliminary engineering phase of your FAUS project no. M-2421(1) on Columbus Avenue between 4th and 10th Streets. ✓

By a copy of this letter your check is being forwarded to Mr. Skoog, Controller, for routine handling.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

J. E. Christopher
By ~~m~~ GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring ✓
L.E. George
V.E. Skoog
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 15 1978
M
File: PM FA
LG OP
TAA

9600 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINIS

LETTER OF APPROVAL AND/OR AUTHORIZATION

2421(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80130

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 2-3-78	FEDERAL ROUTE NUMBER FAU 2421 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"4th Street - 10th (Medford) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ XX OTHER (Specify) : All phases of PE necessary to obtain an approved Final Negative Declaration
TEC NTE $14,000- F.F. $12,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-16-78

NOTED
F. D. KLABOE

Swan
2-

DATE 2-3-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9600

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

January 26, 1978

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

Based on the estimated cost of $18,500 for the preliminary engineering phase of your FAUS project no. M-2421(1) on Columbus and Main Streets we now request an advance deposit of 7.1% of that estimated cost or $1,315.00.

Please send your check to this office for further processing.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☒ CCE ☒
LGE ☐ FAE ☐ OM ☐
OPE ☐
JAN 27 1978
TAA ________ File: PM M LG FA OP

9600

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 16, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80130
Project No. M-2421(1)
4th St.-10th St. (Medford) Section
Jackson County

Attached is data for the subject project:

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain an approved final negative declaration at an estimated total cost of $14,000 with an obligation of $12,000 in federal funds.

Copies of the State and District Clearinghouse A-95 review approval letters have been previously forwarded.

CL:dmc
Attachment
cc: A. Shirley (Reg. 3)
G. Zehner

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PRO** *(PPM 21-*
DATE SUBMITTED TO W.O.	January 16, 1978	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Columbus Ave. (Medford) 21 65	**ADT**	PRESENT 8,400	FUTURE 12,600 (66) (70)	YEAR 98 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME J	
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. U	FEDERAL-AID 2421

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		"4th St.-10th St. (Medford) Section"	0.34	18,500	15,870
5					**ROW**					
5					**CONST** (CODE)					

CARD	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.34	18,500 (16) (23)	15,870 (24) (33)
	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1978

65	**ADT**	PRESENT 8,400	FUTURE 12,600 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 80130 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 2421 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Jackson — CODE 029 (14) (16)

ROUTE NO. U — FEDERAL-AID 2421 (32) — STATE City St. (36) (37) — U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
	0.34	18,500	15,870	1,315	1,315 (City)	
						ROW-60' normal; Access Control-none; Parking Restrictions- Complete
CT LS	0.34	18,500	15,870	1,315	1,315 (City)	
		(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM DUSCOMM-DC 48305-P

4TH ST.-10TH ST. (MEDFORD) SECTION
PROJECT NO. M-2421(1)

Existing Facilities:
Columbus Ave. (FAU 2421) - 44 foot curbed roadway for two travel lanes with parking.
Main St. (FAP 8) - 44 foot curbed roadway for two travel lanes.
Traffic entering intersection of Columbus Ave. & Main St. is controlled by 2 phase traffic signal.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for future construction to provide four travel lanes on Columbus Ave., left turn lanes on Main St. and installation of a multiphase traffic signal at the intersection of Columbus Ave. & Main St.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review letters of approval dated January 4, 1978 and December 22, 1977 respectively.

FHPM 7-7-2 Requirements: Major action project requiring preparation of a negative declaration concurred in by FHWA on November 3, 1977.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan procedures and federal statutes.

Date for PR-37: Preliminary Engineering

Field Work	$14,000
PS&E Preparation	$ 4,500
TOTAL	$18,500

NOTE: This project is in Congressional District No. 4

4600 6

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
JAN 6 '78
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: 4th St. - 10th St. (Medford)

DATE: January 4, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

NOTED
H.S. COULTER

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

-5-77
c: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region Engineer: 3
District Engineer: 8
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 650

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
11 30 77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9600

December 5, 1977

City of Medford
City Hall
Medford, OR 97501

Attention: Emily H. Kirkham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2761

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the 4th Street-10th Street (Medford) Section of Columbus Avenue project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 30, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

D E Swan

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 8
Section: 4th St.-10th St. (Medford)
Highway: FAU-2421 Columbus Ave.
County: Jackson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 30, 1977.

BLG:dmc

Attachment

cc: **G. L. Green** ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3: A. Shirley
District 8: G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 30 '77
REFER TO
FOR

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 4th St.-10th St. (Medford)			
11	12] PROJECT LOCATION—CITY FAU-2421 Columbus Ave. City of Medford	PROJECT LOCATION—COUNTY Jackson	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Install new traffic signals at Columbus and Main. Reconstruct Columbus at Main

06 12] to remove the existing five foot offset. Widen Main at Columbus in conjunction [71

07 12] with new signals. Remove parking on Columbus from 4th Street to 10th Street. [71

08 12] Stripe and sign Columbus for four lanes. Install new roadway illumination in [71

09 12] project area. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
271,760	--	22,120	22,120	--	316,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 30, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 December 43] DAY [44 30 45] YEAR [46 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☑ Date: Nov. 30, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of major-nonsignificant environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

MAJOR-N.S.
M-2421(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 11, 1977
Section 4th St.-10th St.
Unit (if appl) N/A
County Jackson
City Medford
Highway Columbus Ave. (city street)
State Hwy. No. FAUS No. 2421
Termini: M.P.(if appl) N/A
Length 1,800 feet
Region III
Construction Estimate $316,000
Program Amount

B. Purpose of Project: This project is overdue to meet existing traffic demands for safe and efficient movement. Reconstruction will help reduce accidents at this location, which is one of the highest accident intersections in the city. Inefficient signal operation will be removed and replaced with a new traffic responsive signal system. Turning lanes will be added to reduce congestion and delay on Main Street.

C. Origin & History of Project: This intersection was constructed to its present channelization, including traffic signals, in 1965. Columbus from 10th to 4th Street was constructed to its present 44' 0" width, including curbs and gutters, in 1964.

Both Columbus and Main were designed and constructed to carry through traffic.

D. General Description of Project: Install new traffic signals at Columbus and Main. Reconstruct Columbus at Main to remove the existing five foot offset. Widen Main at Columbus in conjunction with new signals. Remove parking on Columbus from 4th Street to 10th Street. Stripe and sign Columbus for four lanes. Install new roadway illumination in project area.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Curbs; Parking Yes
Proposed: No. Lanes 4 ; Med. No ; Shldrs. Curbs; Parking No

Traffic: Existing Facility: Existing ADT 8,400 ; Projected ADT 10,150 ; Yr. 1982
Existing Level of Service D

Proposed Facility: Projected ADT 11,000 ; Yr. 1982
Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels Two
Yes, No

Acres less than one acre Type of Relocation Req. one residence one business ; No. 2 total

Materials Source, Borrow, Waste Disposal Requirements, if any: Since the project section is essentially level, the project should be balanced. Commercial materials will be used for paving aggregates.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project: Project is shown in Group A (highest priorities) on the list of projects approved by the city for FAUS funding.

FHWA and/or OSHD approvals given, if any: FAUS priority project list was approved by Jackson County and forwarded to Region III, Oregon State Highway Division.

Location or Design Alternatives (identify and describe): There are no location alternatives though some minor design elements could be changed. No-build is the only significant alternative.

Other Descriptive Information or Comments: The residential property on the southeast corner of Main and Columbus is now for sale through "4 points" Realty.

Columbus was constructed in 1964 to provide for four lanes of traffic as shown on the arterial street plan.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project area is in the natural setting of Bear Creek Valley. The project vicinity has been intensively developed, being situated well within the urbanized area. Little remains of the natural setting.

2. Cultural: This area is zoned R-4, single through multiple family residences and professional offices. Existing land use is predominately single family residences with some commercial activity.

   The average age of homes is approximately 20 years.

   Utilities are overhead and are located so as to require minimum relocation.

   Streets are paved with curbs, gutters and sidewalks.

   Residences have lawns, shrubs and trees.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: The occupants of one single family residence will have to be relocated; however, this property is currently for sale. One commercial business, an independent service station, will also have to be compensated and relocated.

2. Estimated Impact on Traffic Patterns: Impact will be favorable. Traffic patterns will have the benefit of increased safety, convenience and comfort.

   Delays and congestion will be reduced. Traffic will flow more continuously.

   Consequences--Air Quality, Noise, Safety, etc.: Air quality should be better since project is designed to reduce traffic delays.

   Safety benefits are part of the project by providing protected signal turning phases and storage lanes. Noise will probably increase somewhat.

3. Estimated Impact on Land Use: Removal of parking on Columbus. Acquisition of two parcels of land and relocation of existing improvements.

   Consequences: Removal of parking on Columbus will cause inconvenience to a few locations, all of which have off street parking. Most parking available is used approximately 30% of the time.

4. Expected Impact on Natural Ecological Resources: Minimal. Little remains of the natural setting.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: Same as above under land use and right-of-way acquisition. Some landscaping in close proximity to the intersection of Main and Columbus will be removed.

   Consequences: A cultural resource survey will not be required.

6. Preliminary Identification of Areas of Critical Concern: Relocating service station on the southwest corner of Main and Columbus. Possible relocation of residents on southeast corner, if property sells to new owner.

7. Potential for Controversial Issues: Removal of parking on Columbus from 4th to 10th Street.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans No conflict

b. Noise Standards Noise levels will probably be worsened. A noise study report will be required.

c. Water Quality Standards No conflict

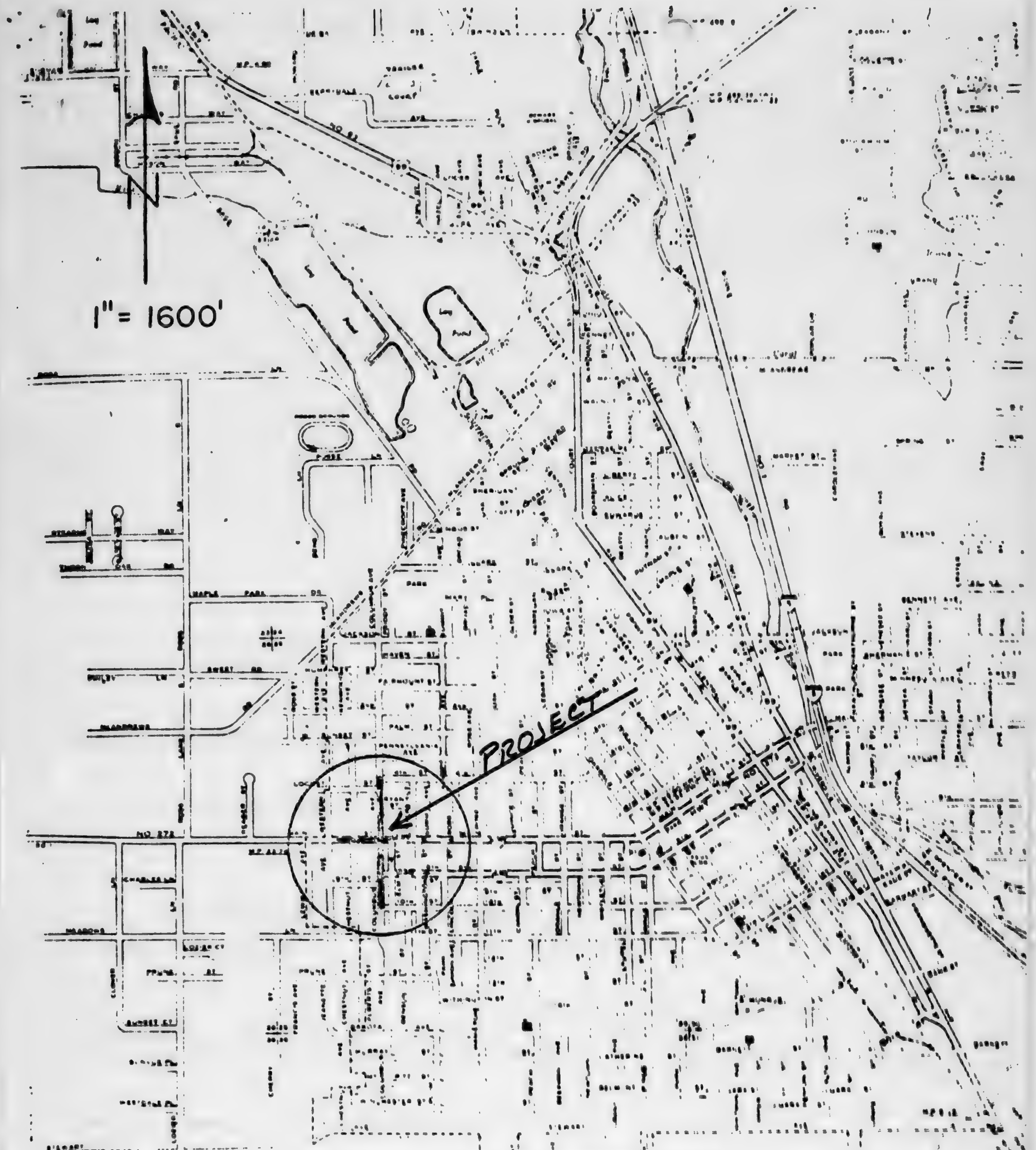
d. Area Land Use and Transportation Plans, and Zoning Consistent with land use plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Two relocations, removal of parking on Columbus and increasing Columbus from 2 lanes to 4 lanes (along with attendant traffic and noise changes) warrant a negative declaration.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


1" = 1600'
PROJECT

CITY OF MEDFORD, ORE.

16–0

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

November 23, 1977

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of November 2, 1977, advising this office that you wish the state to acquire the needed right-of-way on your 4th St.-10th St. section of Columbus Avenue FAUS project no. M-2421(1).

By a copy of this letter I am asking Mr. Virgil Wilson, Regional Right-of-Way Supervisor, Roseburg, to prepare the necessary supplemental agreement so that when the right-of-way phase is programed and approved by FHWA he will be prepared to proceed with the acquisition. He will undoubtedly be contacting you for details and obtaining the city's signatures. ✓

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
L.E. George
Virgil Wilson
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 25 1977
File: PM FA
TAA ______ LG OP

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

November 2, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: Right-of-Way Acquisition for FAUS Project at Main and Columbus

Gentlemen:

This letter is in response to a letter from Richard Wilson, Regional Appraiser, dated October 21, 1977, regarding right-of-way purchasing procedures where federal aid assistance has been applied for. Mr. Wilson's letter also included several right-of-way acquisition forms to "assist the City" in acquiring right-of-way through the appraisal, appraisal review, and negotiation procedures and that the State Highway Division right-of-way section had been designated to monitor right-of-way purchasing procedures for the Main and Columbus project.

This letter is to advise all concerned that the City of Medford wishes to have the Highway Division do all negotiations, hold all public hearings and all other functions and procedures required for right-of-way acquisition.

Per a telephone conversation with Mr. Clark on October 28, 1977, the City was advised that a separate supplemental right-of-way acquisition agreement to be entered into by the State and City would be required. The Contract No. 2761, Paragraph 3, under Things to be Done by the State, specifies that a supplemental right-of-way acquisition agreement would be required.

This letter is a request that a supplemental right-of-way acquisition agreement be prepared by the State specifying that the right-of-way acquisition for the Main and Columbus project be handled by the State Highway Division to include all steps of the process and that the cost of the right-of-way acquisitions be included in the total cost for this FAUS project.

If there are any questions or comments, please advise.

Cordially,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf

CC: Richard Wilson, Region Appraiser, 1058 West Harvard Blvd., Roseburg, Ore. 97470

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 14, 1977

FROM: Gerald Wilmer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
4th Street-10th Street
Columbus Avenue
Jackson County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley
District 8: G. H. Thornton
Region 3 Geologist: Elliott
B. L. Gifford

APPROVED
ES Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 11-16-77

1-128-1387

Form FHWA 121 (Rev. 5-73)

1600

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 3, 1977

In reply refer to: HB.3-OR/HBA-OR

SUBJECT:
Oregon Project No. M-2421(-)
4th Street-10th Street
Columbus Avenue
Jackson County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's October 18,1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration. We also concur that a noise study report will be necessary.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kapper
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg 3, Engelmann)

RECEIVED
TECHNICAL SERVICES
NOV 7'77
REFER TO
Wimer
FOR
Info Inve. R/D D/R Sign Act File

Form 81-734-3039 8

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 4th St.-10th Street (Medford)
Highway Columbus Ave. (FAUS 2421)
County Jackson

Date Sept. 12, 1977
Authorization No. 1
Survey Prefix 315-1957
(Assigned by Salem office)

Description of termini, route, length, etc.:

From the intersection of Columbus Avenue with Fourth Street on the north to the intersection of Columbus Avenue with Tenth Street on the south.

Length 1800'

Purpose of survey:

Prepare plans, specifications and estimates to provide four travel lanes on Columbus Avenue, widen Main Street to provide for left-turn pockets at Columbus Avenue and install traffic signals at the intersection of Columbus Avenue and Main Street.

M-2421(1)
2-3-78

Estimate of cost:

Field	901	5,000
Plans	905	2,000
Soils	910	800
Utilities	914	200
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 8,500
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Field Engineer

Recommended for Approval: Alfred [illegible]
Regional Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved: E S Hunter
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19780-734

N M Bp

7600

Moehring

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

September 7, 1977

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☒ OPE ☐
SEP 22 1977
Trange etal
File: PM FA
TAA LG OP

Carolyn: copy to
Moehring, Thornton
Bill Maude and
Virgil Wilson.
Glen

Ms. Marge Hearrell
Four Points Realty
33 N. Oakdale
Medford, Oregon 97501

Dear Ms. Hearrell:

This letter is in followup to our telephone conversation of 9-2-77 regarding the house and lot advertised for sale on the southeast corner of Main and Columbus.

This letter is to advise you and the owner of that residence that a street improvement project is pending which will require the purchase of this entire lot to facilitate a proposed street widening project for the intersection of Main and Columbus.

This project, which involves Federal funds, has been approved by the City and is awaiting Oregon State Highway Division and Federal Highway Administration approval. We have no time table as to when this decision will be made. However, we assume that it will take approximately six months or longer.

This project, as we mentioned, is for improvements to Main and Columbus only in the vicinity of the intersection which includes new traffic signals. This is not the project you alluded to earlier which called for the construction of a couplet utilizing West Main and 8th Streets. There are no construction plans scheduled for that work at the present time.

As soon as we receive any new information concerning a possible time table for this project, we will notify your office. In the event this project is going to be delayed or cancelled, we will notify your office of that decision also. The State Highway Division personnel will be involved with the right-of-way acquisition if and when it materializes.

Please feel free to contact this office at any time if there are any questions or comments.

Very truly yours,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
CC: Alfred Shirley, Jr., OSHD

1-00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 12, 1977

FROM: L. E. George
Traffic Engineer

TO: G. W. Wimer
Local Government Engineer

SUBJECT: Construction-Finance Agreement
No. ~~6259~~ 2761
Urban System Project
4th Street-10th Street
Columbus Avenue
City of Medford

The subject draft has been reviewed, and it appears that a few items should be changed that pertain to the signal work.

The signal portion of the project is a revision of an existing installation which was built during 1965. This work was covered by an agreement that was approved by the Highway Commission 10-9-64.

It is felt that revising the signal and making the agreement nul and void should be set forth in the new agreement. ?

The four laning of Columbus is dependent on action of the City Council in removing parking from both sides of Columbus between 4th and 10th, and it would seem appropriate to make the agreement contigent on this action.

I have recently learned that the city wishes to do the maintenance work on the signal. Please change the agreement to reflect this matter.

L. E. George
Traffic Engineer

BET:rw

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977
TAA Holmes File: PM FA
LG OP

96[illegible]0

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 8, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. H. Moehring
Program Management Engineer

Attention: Gary Zehner ✓
Local Projects Coordinator

SUBJECT: Proposed FAUS Project
Columbus Avenue-4th St.-10th St.
Hwy. 272, M.P. 37.63W
Medford

NOTED
D. H. MOEHRING

We have reviewed the FAU project request from the City of Medford for new signalization at the intersection of Columbus Avenue and Main Street in Medford. Via teletype, our Regional office has informed us that the proposed signal should be a five-phase rather than an eight-phase signal.

The ommission of left-turn phases on two approaches is supposedly the result of the ommission of left-turn refuges on two approaches. It would be highly desirable to have left-turn refuges with separate signal phases for Main Street, Jacksonville Highway. Marking four travel lanes on a pavement width of 44 feet reduces lane widths to a minimum. Consideration should also be given to providing wider travel lanes if practical.

L E George
L. E. George
Traffic Engineer

GE:rw

cc: Alfred Shirley, Jr.
D.E. SWAN

PROJECT MANAGEMENT
JUL 12 '77
REFER TO:
Wimer
Gary
FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED

N

B
7m H.

DATE: July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

[illegible]
[illegible] 21-10
[illegible]

On the consent calendar for the July 19 meeting will be two requests for approval of Urban System Projects.

Beaverton is requesting a $740,000 project to widen and improve Allen Blvd. between Murray Blvd. and Hall Blvd.

The request from Medford is for a $316,000 project to signalize the intersection of Columbus Avenue and Main Street, provide four travel lanes on Columbus Avenue and provide left-turn pockets on Main Street at Columbus Avenue.

Federal Urban System funds for these projects are estimated at $908,160 with the State providing approximately $73,920 in match funds and a like amount being contributed by the Cities.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for an on your behalf.

HSC:GEZ:lml

Att.

bc:
R. A. Burco
F. B. Klaboe
R. L. Schroeder
L. W. Rulien
L. E. George
F. E. Terpin
E. L. Hardt
George Bell
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
J. H. Versteeg
V. E. Skoog
D. N. Harwell
Max Klotz

7680

6-28-77

Glen Clark says that Tom Lowe has approved this project with the widening on Main St. as indicated on the plan. He says to process as is to Commission & to FHWA.

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-5544~~ 672-6658

PRO 6

PROJECT MANAGEMENT
JUN 17 77
REFER TO: Holmes Tad
Swan
FOR

Info	Investigate	R/W	Action	File	Letter	See

June 14, 1977

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

W

Dear Mr. Kortt:

This will acknowledge your letter of June 10, 1977, transmitting a revised FAUS project application and plans for channelization and signalization of the Jacksonville Highway (Main Street) and Columbus Avenue in Medford.

In our preliminary review, it appears that the original objections have been resolved and barring any complications, this should be a suitable project.

Attached is a project assessment form that must be completed for all federal-aid projects. Due to the needed right of way, parking restriction and traffic pattern changes, this document becomes important. Mr. Eb Engelmann, Region Environmentalist, will assist in advising you in the needed details. Please make a draft and contact him for his comments.

When a traffic signal is reconstructed (as in this case) involving a state highway, the maintenance becomes a state responsibility. We will ask the city to accept the cost of power consumption. Thus, by your letter, it would appear that the city wishes the state to perform the preliminary and construction engineering for the requested project.

(continued)

[illegible]

By a copy of this letter, your application is being forwarded to the Program Management Section for further processing, preparation of agreements, presentation to the Transportation Commission, programming of the preliminary engineering phase with FHWA, etc.

Also by a copy of this letter, Mr. Grassman, Region Design Engineer, is asked to prepare an Authority for Survey. At this point in time, it appears that Mr. Earl Purdy, Resident Engineer in Medford, will do the location portion of this project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc Program Management
L.E. George
Virgil Wilson
George Thornton
Earl Purdy
Tom Lowe

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

June 10, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen Clark

Subject: Main and Columbus
Channelization and Signalization Project

Gentlemen:

Enclosed herewith is a revised application and plan for an FAUS project.

This plan has been approved by the City of Medford and by Jackson County. The City is requesting that you clarify which agency (City or State) will operate and maintain the new traffic signal installation. In the event the State is going to operate and maintain the signals, the City requests that the State perform all preliminary and construction engineering. In the event the City is going to continue to operate and maintain the signals, the City will perform the preliminary engineering for the signalization portion of the project.

If there are any questions or comments, please advise.

Yours very truly,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf
Encl.

FEDERAL AID PROJECT REQUEST

Date June 2, 1977

Applicant Agency CITY OF MEDFORD

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 2421 Route Name Columbus Avenue

Project Name Columbus Avenue, 4th Street to 10th Street
Signalization and Channelization

Project Length 1,800' Project Location (Attach sketch map)

Project Description Install new signals, Columbus and Main. Reconstruct Columbus at Main to remove 5' offset. Widen Main at Columbus in conjunction with new signalization. Remove on-street parking on Columbus, 4th to 10th. Stripe and sign Columbus for four lanes

Average Daily Traffic 10,000 Design Speed 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 44'0" Travel Lanes 2 Shoulders None
Medians No Parking Permitted
Sidewalks Yes
Remarks Curb and gutter has been installed

2. Desired Roadway Cross Section: (Attach sketch)

Width 44'0" Travel Lanes 4 Shoulders No
Medians No Parking Removed
Curbed Existing to remain Length Curb Radii
Sidewalk/Bikeway Existing sidewalk to remain
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60'0" Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Additional right-of-way will be necessary. Entire lots, SW and SE corners of Columbus and Main

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Columbus and Main, existing fixed time, two phase, interconnected signal.

2. **Proposed Signalization:**

Location Columbus and Main

Type Full traffic actuated
Phases ~~Eight~~ Five
Type of Suspensio Mast Arm
Interconnected No
Remarks Signal operation to include "OPTICOM" fire preemption equipment

3. **Permanent Signing:**

Include in project or by applicant? Yes, No Parking signs on Columbus, and other regulatory signing.

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

1 - 400 watt mercury vapor, SE corner Main and Columbus
2 - 4,000 lumen incandescent units on Main near Columbus

2. **Proposed Illumination:**

Location Main and Columbus, at and vicinity of intersection
Type 400 watt high pressure sodium

Remarks One unit each corner and one unit on each approach to intersection.

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No x

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Hugh Jennings, Councilman, City of Medford Office
2.	Environmental	E. G. Engelman, OSHD, Roseburg Office
3.	Public Hearing	To be held in required Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State xx Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State xx Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No xx

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 75,000
Right-of-way costs (if participating)	145,000
Traffic control	48,000
Illumination	8,000
Structures	-
Railroad	-
Other________	21,500
Preliminary engineering	18,500
PROJECT TOTAL	$ 316,000

Remarks Included herewith are two preliminary plan sheets indicating proposed design and channelization.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF MEDFORD and/or JACKSON COUNTY

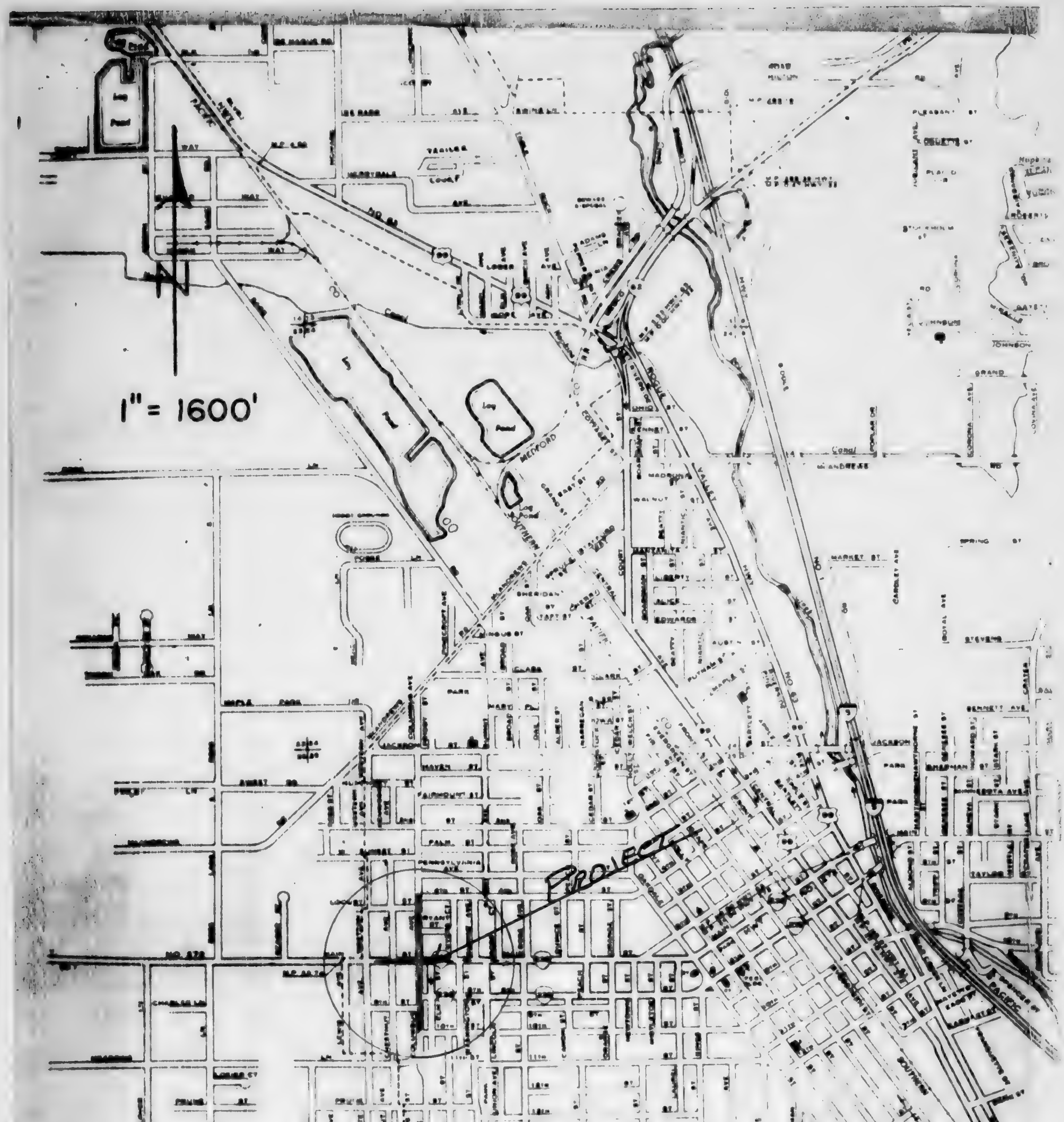
By Al Densmore
Al Densmore, Mayor

By Emily H. Kirkham
Emily H. Kirkham, Recorder

By Isabel H. Sickels
Isabel H. Sickels

By Tam Moore
Tam Moore

By Carol N. Doty
Carol N. Doty
BOARD OF COMMISSIONERS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MEDFORD
NO. 238
STEWART
BARNETT
WITHINGTON ST
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HOLMES AVE
JAMES RD
MERID ST

CITY OF MEDFORD, ORE.

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Rulien faus etc

ORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 3, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Contact with City of Medford Requesting a revised FAUS Project Application

TO: MEMO TO FILE

The writer met with Mr. Scroggins, Director of Public Works and Mr. Kortt, Traffic Engineer, both for the City of Medford, on February 2, 1977. This was to duscuss their West Main Street at Columbus Avenue FAUS project as suggested in the attached letter dated January 18, 1977 from Mr. Hopkins, Local Govt. Programs Engineer.

The plan accompanying the application showed a prepnderance of the work on West Main Street, which is the Jacksonville Highway, now a part of the federal-aid primary system.

In conversation today, it became clear that Columbus Ave. was going to be restriped to four lanes from Jackson to 10th, and, that the alignment of Columbus Ave. would have to be changed some six feet to line up across West Main Street. Consideration of dropping the two lane section between Columbus and Elm would be made.

In general, it appeared that a totally new plan would be forwarded to this office. One that they were sure would satisfy the concept of an intersectional treatment.

GC/slc

Encl.

cc: L.W. Rulien
L.E. George
George Thornton

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Mr. Glen Clark
Region 3 Federal Aid Engineer

January 18, 1977

George N. Hopkins
Local Programs Engineer

FAUS Project Request
Columbus Avenue at West Main Street
FAUS Route 2421
City of Medford

We have reviewed Medford's proposed project and discussed it with the Federal Highway Administration. The proposal, although commendable, is not eligible for FAUS funding in its entirety.

There is an overbalance of construction on West Main Street, so it appears that a much greater benefit accrues to the FAP route rather than the FAUS route. There is no objection to the necessary widening and channelization of West Main Street only to the extent of making the new signal installation operable and enhancing traffic flow through the Columbus Avenue intersection. The city's proposal to widen approximately 2-1/2 blocks of West Main Street from Elm to Jeanette would extend the project too far beyond the improvement intended for the intersection of West Main Street at Columbus Avenue.

A reevaluation of the proposed project should be made to determine how the West Main Street widening can be shortened in order to provide more equal benefits to West Main and Columbus, and still add to the improvement of the entire intersection.

Since the project will involve extensive right-of-way acquisition and the relocation of a residence and business, the City should be made aware that an assessment will have to be submitted and probably a hearing offered.

GNH/RHP:sch

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

fau
MEDFORD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 5, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Request for preliminary review of an FAUS project application

TO: L.W. Rulien
Program Management Engineer

Attention: George Hopkins

As per our recent telephone conversation, please review the attached application and correspondence to determine if this project is eligible for federal funding under the FAUS program.

The premise of the City is that we advised them sometime ago that traffic signals could be upgraded at intersections of FAU and primary systems.

The attached application and plan shows no changes on Columbus (FAUS 2421) but extensive widening on Main Street (Jacksonville Highway - FAP). Admittedly, the project is aimed at improving conditions at the intersection of Columbus and Main Streets, but this requires 2 1/2 blocks of work on the primary system.

At present, there is a two phase pre-timed traffic signal at this intersection. There is a minimum design left turn refuge and a through lane in both directions on Main Street. The lane widths are narrow and the eastbound through lane moves vehicles out of direction to avoid the vehicles stored in the left turn refuge. The overall problem is complicated by the fact tht the existing 8th-Main Street couplet begins at Elm Street just a half block east of Columbus.

Please review this project and advise if it is eligible for funding with FAUS monies. This application reqpresents a change in attitude towards "spending FAU monies on a state highway". Thus, care is being taken on my part, before advising the City one way or the other.

GC/slc

Hopkins
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PROJECT MANAGEMENT
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FOR
Info | Investigate | R/D | Action | File | Letter

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

December 22, 1976

Hopkins
Harwell
Holmes
Prange R
Unrein

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Requires Reply ☐
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Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen Clark

Subject: FAUS Project - West Main and Columbus

Gentlemen:

Earlier this year, the City submitted an application for an FAUS project for roadway widening, channelization, signalization and illumination at the intersection of West Main and Columbus.

Your letter of March 18, 1976, indicated that this project application could not be processed. The reason given at the time was that the Jacksonville Highway would be upgraded to a minor arterial, thus placing it on the State primary system. This reclassification of the Jacksonville Highway went into effect June 30, 1976. As of that date, Main Street is not eligible for inclusion in the FAU system.

Subsequent to that letter, we have more recent correspondence with the State which indicates FAUS funds may be committed to upgrading an intersection where an FAUS route intersects a State primary route. This determination was made by the State in regard to upgrading the signal system in downtown Medford.

Since Columbus Street is on the FAUS system (FAU 2421), we are hereby requesting that our earlier project application submitted in February 1976 be reactivated and that it be processed and funded under the FAUS system.

If there are any questions, please advise.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf

ROSEBURG REGION
RECEIVED
JAN - 3

RE	RME	PCE	RCE	TE
[illegible]	[illegible]	SSR	FILE	
[illegible]	[illegible]	RBI		

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency CITY OF MEDFORD **Date** February 26, 1976
Federal Aid System Route No. FAU-2450 **Route Name** Highway 238, West Main Street
Project Name West Main Street (Highway 238) Jeanette to Elm

Project Length 800 ft. **Project Location (Attach sketch map)**
Project Description Widen Main Street at Columbus to provide for two lanes Eastbound and Westbound through intersection and a left turn storage lane for Eastbound turning North and Westbound turning South. Sidewalks and bicycle paths to be included. Additional right of way required. New traffic actuated signalization. Illumination length of project.
Stripe Columbus for four lanes. Columbus is offset 4'-0" at the intersection of Main which may require some new construction to line up Columbus at Main

Average Daily Traffic 10,900 **Design Speed** 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 35 to 44 ft **Travel Lanes** Two **Shoulders** 2 to 4 ft.
Medians None **Parking** Permitted
Sidewalks 5'0" on Main, East of Columbus
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 64'0" **Travel Lanes** Four, plus left turn **Shoulders** None
Medians No **Parking** Remove
Curbed Yes **Length Curb Radii**
Sidewalk/Bikeway Yes
Other

FOOTNOTES: Attached map shows general layout of proposed project. Bike path and sidewalks, if required, should be added per State Highway specifications

Description of Proposed Roadway Work Widen West Main Street at Columbus to provide for two through lanes in each direction plus left turn storage lanes. Install new traffic actuated signal installation. Install continuous illumination from Jeanette to Elm.

Hopkins
Harwell
Holmes
Prange
Unrein
RECEIVED
JAN 1 0 197[illegible]
COUNTY
CITY
UNIT
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
[illegible] ☐

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

   General Width 60 ft. Minimum ______ Maximum ______

2. Will Additional Right-of-Way Be Needed? Yes Explain South side only on West Main from approximately Chestnut to Elm. Due to amount of right-of-way required, it is proposed to purchase entire lots on SW and SE corners of Columbus and Main and SE corner of Chestnut and Main

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Cost to be included in total project cost

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ______ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant?
   Yes

6. Should State prepare options? Yes X No ______

7. Is a public hearing necessary? Yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   Yes If so, explain Residence on SE corner Main and Columbus and Service Station on SW corner
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain ______

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:**

   W. Main and Columbus intersection. Fix time, single dial.

2. **Proposed Signalization:**

   Location West Main and Columbus intersection

   Type Full traffic actuated

Phases Five
Type of Suspension Mast arm
Interconnected No
Other Pedestrial signals all four quadrants. "OPTICOM" fire preemption installed on all four approaches

FOOTNOTES: Intersection illumination furnished by use of combination signal and lighting poles.

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

One 400 W. mercury vapor luminaire SE corner Main and Columbus
Two 4,000 lumen incandescent units, SE corner Main and Jeanette and SE corner Main and Chestnut

2. **Proposed Illumination:**

Location On W. Main, from Jeanette to Elm Street
Type 400 watt, high pressure sodium

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Size
To Remain in Place?

2. **Proposed Structure:**

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Medford City Council Office
2. Environmental	Medford Park Office
3. Public Hearing	Medford City Council Office

REMARKS: ______________________________

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______________________________

2. Does the applicant desire to perform the project preliminary engineering?
Yes______ No X

Does the applicant desire to perform the project construction engineering?
Yes______ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 55,000
Right-of-Way Costs (if participating)	110,000
Traffic Control	45,000
Illumination	5,000
Structures	0
Railroad	0
Other ______	21,500
Preliminary Engineering	32,500
PROJECT TOTAL	$ 269,000

FOOTNOTES: ______________________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Medford and/or Jackson County

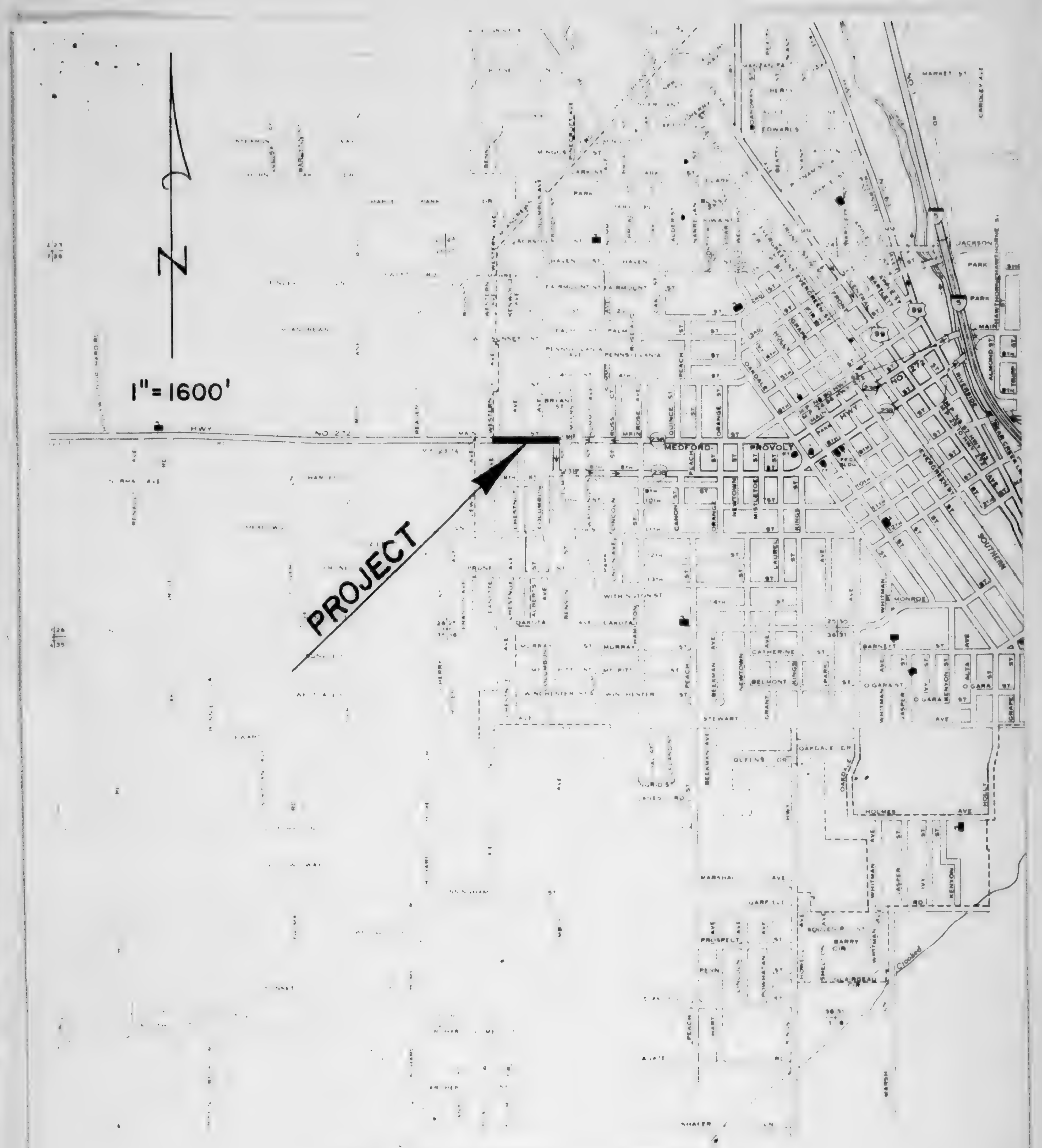
By Sebastiano J. Fagone
Sebastiano J. Fagone, Mayor

By ______________________________

By Jon Deason
Jon Deason, Board of Commissioners

By ______________________________

By ______________________________


N
1"=1600'
PROJECT
HWY
NO 272
MEDFORD
PROVOLT
SOUTHERN
Crooked

CITY OF MEDFORD , OREGON

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006539

1983 Thornton Creek Sec. on the Corvallis-Newport Hwy. (Grading, paving & culvert) 9601 bi cc: (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 1/15/86	REPORT MADE BY W. H. Kappus, Area Engineeer		PROJECT NO. BRF-21-1(5)
COMPLETION DATE (Actual) 8/23/84	ACCEPTANCE DATE BY CONRTACT AGENCY 7/12/85	TIME ELAPSED 151 %	CONTRACT TIME Completion Date 9/30/83

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THORNTON CREEK SECTION
CORVALLIS/NEWPORT HIGHWAY
BRIDGE REPLACEMENT

This project provided for the replacement of a deteriorated bridge with an 18' x 9' structural plate arch. Other work included the correction of a cut slope slide, roadbed grading, base construction, and AC paving.

The final project cost overran the original authorization by approximately 35%. Sixty percent of this overrun was for AC material. This was due to a decision made after the project was substantially complete to overlay the existing surface between the slide area and plate arch. The remainder of the overrun resulted from increases in excavation, concrete footings and aggregate base. Six days of liquidated damages were assessed.

A final inspection of the completed work was made October 23, 1984.

- WHK -

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

W. E. SCHWARTZ Cy 1/23

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original Signed By HOSSNER	
TITLE Area Engineer	DATE JAN 17 1986	TITLE Field Operations Engineer	DATE JAN 21 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

August 1, 1985

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9601

On July 17, 1985, we wrote to you concerning release of final payment on Contract No. 9601 awarded to F. Kelly Somers Construction Co., Inc. and F. L. Somers Co., Inc. for grading, paving and culvert work on Thornton Creek Section of the Corvallis-Newport Highway in Lincoln County.

Final payment on this contract is $1,500 and the total contract amount is $195,282.55. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mm

cc: F. Kelly Somers Construction Co., Inc.
and F. L. Somers Co., Inc.
1966 SW 24th
Gresham, OR 97030

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

May 8, 1985

J and J Fencing, Inc.
694 N. 34th Street
Springfield, OR 97477

CON 5
#9601

Attention: Zondra Lobato
Office Manager

Gentlemen or Ladies:

We have your letter dated March 1, 1985, addressed to the Newport Highway Division office concerning an amount due you by F. Kelly Somers Construction on Contract No. 9601.

You state in this letter that you "will" file a claim in the amount of $1,615.20. It is unclear whether you want to file this claim now or later.

If you wish to file a claim, please send a letter to 121 Transportation Building, Salem, OR 97310 stating that you wish to file a claim against the above contract, the project description and the amount of your claim. We will file that letter with the contractor, surety and the Secretary of State.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:js

J & J Fencing, Inc.

694 N. 34th Street
Springfield, Oregon 97477

(503) 746-6227

Frances J. Conkle, President
James M. Conkle, Gen. Manager

March 1, 1985

Dept. of Transportation
Highway Division
P.O.Box 37
Newport ,OR 97365

RE: OSHD Contract 9601, Thronton Creek

Mr. Elroy

This Letter is to notify the State of Oregon that the undersigned and Oregon Corp., has not paid for material for the above described project. The amount due from F. Kelly Somers Const. ($1,615.20).

Notice is hereby given that the undersigned will file a claim for said sum retained by said public body as a trust fund for the protection and payment to the undersigned.
See Attached.

J & J Fencing, Inc.
Zondra Lobato
Zondra Lobato
Office Manager

cc: F. Kelly Somer Const.

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 5 [illegible]
[illegible] MANAGER
[illegible] OREGON

NO. E
[illegible] ROY

Specializing in Security
Chain Link • Field Fencing • Ornamental Iron • Wood

F. Kelly Somers Construction, Inc.
1966 S.W. 24th Ct.
Gresham, Oregon 97030
(503) 661-~~9~~946
4

March 14,1985

Dept. of Transportation
Highway Division
P.O. Box 37
Newport, Or. 97365

Re; Thornton Creek Contract 9601

Dear Chuck,

We are in reciept of the letter from J & J Fencing stating their intentions to file a material claim against us for the work in Newport. First we find this amazing since they furnished no materials at all on this job, as you will recall they were purchased by us from Coral Construction and you have all the certifications etc. Secondly all they did was supply some of the labor, most of which was supplied by us. Lastly but hardly least is the bill for over $2,000.00 for the phone line they hit and damaged which we were forced to pay, so if there is any money owed they owe us!

Since they provided no material we are not at all certain how they can file this lien, please advise us of what action we need to take, if any.

We have tried several times to reach your office also, but you were having phone problems. We are not in the office much during regular hours so the mail is the best course of correspondence.

RECEIVED
MAR 18 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

Sincerely,

Jan Somers

Jan Somers

NOTED
C. W. ELROY

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MICHAEL J. KAVANAUGH
ATTORNEY AT LAW
300 S.W. SIXTH TENTH FLOOR
PORTLAND, OREGON 97204
(503) 227-4888

called 1/31/85
AS

January 30, 1985

Charles W. Elroy
Department of Transportation
Highway Division
P.O. Box 37
Newport, Or. 97365

Dear Mr. Elroy,

This office represents Road & Driveway Co, and Cedar Creek Quarries in litigation against F. Kelly Somers regarding payment on the Thornton Creek Section, Contract No. 9601.

I need to arrange a time convenient to yourself to review this matter in detail and to review any records you might have with respect to the dispute and liquidated damages assessed.

I would appreciate a call at your earliest convenience.

Very truly yours,

Michael J. Kavanaugh

Michael J. Kavanaugh

cc: Road & Driveway Co.

RECEIVED
JAN 31 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. W. ELROY

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROAD & DRIVEWAY CO.
P O BOX 730
NEWPORT, OR 97365

July 26, 1984

Wausau Underwriters Insurnace Co.
711 E. Main Suite 18
Medford, OR 97504

Re: F. Kelly Somers Construction
Thornton Creek Project Contract 9601
(Oregon State)
Policy # 2324-00-040673

Dear Sir;

Our records show that F. Kelly Construction owes us $22,535.41 (Twenty Two Thousand Five Hundred Thirty-five Dollars and Forty-one cents) for the work we have completed on the Thornton Creek Project. Of this total due $6,818.91 (Six Thousand Eight Hundred Eighteen Dollars and Ninty-one Cents) is still not paid from November 1983. The balance of $15,716.50 (Fifteen Thousand, Seven Hundred Sixteen Dollars and Fifty Cents) is for the work we completed in June 1984.

We have tried to call Somers Construction but we can not get through to them. What is the procedure we have to follow to receive our money?

RECEIVED
JUL 30 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON
NOTED
G. W. ELROY

Sincerely,

Marge Furnish

Marge Furnish
Office Manager

cc: F. Kelly Somers Construction, Inc.
Chuck Elroy, Oregon State Highway

CEDAR CREEK QUARRIES, INC.
P O BOX 730
NEWPORT, OR 97365

July 26, 1984

Wausau Underwriters Insurance Co.
711 E Main Suite 18
Medford, OR 97504

Re: F. Kelly Somers Construction
Thornton Creek Project Cont 9601
Policy # 2324-00-040673

Dear Sirs:

Our records show that F. Kelly Somers Construction owes us $3,872.34 (Three Thousand Eight Hundred Seventy Two Dollars and Thirty-Four cents) for the rock received on the Thornton Creek Project. Of this total due $2,884.64 (Two Thousand Eight Hundred Eighty-Four Dollars and Sixty-four cents) is still not paid from November 1983. The balance of $822.95 (Eight Hundred Twenty-Two Dollars and Ninty-Five Cents) is for the rock received in June 1984.

We tried to call Somers Construction but we can not get through to them. What is the procedure we have to follow to receive our money?

RECEIVED
JUL 30 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. W. ELROY

Sincerely,

Marge Furnish

Marge Furnish
Office Manager

cc: F. Kelly Somers Construction, Inc.
Chuck Elroy, Oregon State Highway

STATEMENT

ROAD & DRIVEWAY COMPANY
P.O. BOX 730
NEWPORT, OREGON 97365

TELEPHONE (503) 265-9441

T. Kelly Somers Const
2200 S.W. 19th St
Gresham, OR 97030

IF THIS ACCOUNT IS PLACED IN THE HANDS OF AN ATTORNEY FOR COLLECTION, THE PURCHASER PROMISES AND AGREES TO PAY ROAD & DRIVEWAY CO. REASONABLE ATTORNEY'S FEES AND COLLECTION COSTS, EVEN THOUGH NO SUIT OR ACTION IS FILED HEREON; HOWEVER, IF A SUIT OR ACTION IS FILED THE AMOUNT OF SUCH REASONABLE ATTORNEY'S FEES SHALL BE FIXED BY THE COURT, OR COURTS, IN WHICH THE SUIT OR ACTION, INCLUDING ANY APPEAL THEREIN, IS TRIED, HEARD OR DECIDED. [illegible] PER YEAR INTEREST CHARGED ON ALL ACCOUNTS OVER 30 DAYS PAST DUE.

Thornton Creek Cont 9601

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $__________

DATE	TONS	DETAIL	CHARGES						BALANCE FORWARD →	BALANCE
			Price		Asphalt				CREDIT	0
9-27-83	159.055	Asphalt	35 00		5566 93					5566 93
11-8-83	325.285	Asphalt	35 00		11384 98					16951 91
11-17-83	341.370	Asphalt	35 00		11947 95					28899 86
11-17-83		4 hrs Flagging	23 00				92 00			28991 86
57-84		1 mo. interest		434 88						29426 74

Safeguard

ROAD & DRIVEWAY COMPANY
Newport, Oregon 97365

PAY LAST AMOUNT IN BALANCE COLUMN

THORNTON CREEK

ROAD & DRIVEWAY CO.
P O BOX 730
NEWPORT, OR 97365

January 23, 1984

Mr. Chuck Elroy
Oregon State Highway Department
P O Box 37
Newport, OR. 97365

Re: Paving Thornton Creek
OSDOT #9601

Dear Mr. Elroy;

Road & Driveway Co., a sub-contractor of F. Kelly Somers Const., Inc., has not received payment for its portion of work completed on the Thornton Creek project. This company was informed by your office that Somers Const. received payment for the paving of Thorton Creek on or about December 7, 1983.

Payment is a clear indication of acceptance and should have been forwarded. Hopefully this matter can quickly be resolved.

Sincerely,

Robert G. Wienert

Robert G. Wienert
President

RECEIVED
JAN 25 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. W. ELROY

Enclosure/
cc: Somers Const.

RECEIVED
JAN 25 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON
NOTED
C. W. ELROY

ROAD & DRIVEWAY CO.
P O BOX 730
NEWPORT, OR 97365

January 23, 1984

Mr. Kelly Somers
F. Kelly Somers Const., Inc.
2200 S.W. 19th Street
Gresham, OR 97030

Re: Thornton Creek Project
OSDOT #9601

Dear Kelly:

After several attempts via telephone to contact you, I am responding to your letter of January 9, 1984 in writing.

As I told your wife during one of my attempts to talk with you, we are aware that your company has received payment for the paving done on the Thornton Creek project on or about December 7, 1983. As you are aware, Road & Driveway Co. has not received any payment toward the paving. It would be greatly appreciated if payment plus interest would be forwarded immediately. This would enable Road & Driveway Co. to pay their bills.

Concerning the state's notice of non-acceptance of the paving, this matter will require negotiation. Please be aware that at 4:00 P.M. on November 15, 1983, this office was notified verbally by the local state office that the Thornton Creek project was to be paved before Thanksgiving. The state and Road & Driveway Co. agreed the work would be performed on Thursday November 17, 1983. The state was also informed this would be regardless of the weather conditions and there were to be no guarantees. The state agreed to these terms, as did you Kelly, when I telephoned. I therefore cannot in fairness accept any responsibility for the paving work, as the day which we paved the conditions were less than favorable for acceptable state work.

Please, immediately forward the money owing, a billing is enclosed. I am prepared at your convenience to sit down with the state in order to resolve the other problems.

Sincerely,

Robert G. Wienert
President

Enclosure/
cc: Chuck Elroy

1-

J. Kelly Somers Construction, Inc.

1966 S.W. 24th Ct.
Gresham, Oregon 97030
(503) 661[illegible]946
4

March 14,1985

Dept. of Transportation
Highway Division
P.O. Box 37
Newport, Or. 97365

Re; Thornton Creek Contract 9601

Dear Chuck,
We are in reciept of the letter from J & J Fencing stating their intentions to file a material claim against us for the work in Newport. First we find this amazing since they furnished no materials at all on this job, as you will recall they were purchased by us from Coral Construction and you have all the certifications etc. Secondly all they did was supply some of the labor, most of which was supplied by us. Lastly but hardly least is the bill for over $2,000.00 for the phone line they hit and damaged which we were forced to pay, so if there is any money owed they owe us!

Since they provided no material we are not at all certain how they can file this lien, please advise us of what action we need to take, if any.

We have tried several times to reach your office also, but you were having phone problems. We are not in the office much during regular hours so the mail is the best course of correspondence.

Sincerely,

Jan Somers

Jan Somers

RECEIVED
MAR 18 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. W. ELROY

RECEIVED
MAR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Orig. rec.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

P.O. Box 37
Newport, Oregon 97365

March 18, 1985

In Reply Refer to
File No

F. Kelly Somers Construction, Inc.
1966 S.W. 24th Ct.
Gresham, Oregon 97030

Ref: Thornton Creek
Contract #9601

Dear Jan,

We are in receipt of your letter concerning an intended claim against you by J & J Fencing.

I am sorry to say that I am unable to advise you in this matter. We are untrained in legal matters and feel that if you are concerned about this you would be best advised to consult legal council.

Sincerely,

Charles W. Elroy

Charles W. Elroy
Project Manager

CWE/AIS/ais

cc: File
Region

RECEIVED
MAR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

734-1839

CL 1985-C037

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

COPY

March 5, 1985

Arrow Brothers Corp.
9450 S.W. Commerce Circle
Wilsonville, OR 97070

CON 5
#9601

Attention: S. K. Swengel, Jr.

Gentlemen or Ladies:

This will acknowledge your letter of February 7, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Arrow Brothers Corp.
AMOUNT:	$900.00
FOR:	Labor and materials
AGAINST (Prime contractor)	F. Kelly Somers Const. Co., Inc. and F. L. Somers Co., Inc.
CONTRACT NO.:	9601
PROJECT:	Thornton Creek Section, Corvallis-Newport Highway, Lincoln County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

ED ON CARD
ga 3-20-85

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: F. Kelly Somers Const. Co., Inc., and
F. L. Somers Co., Inc.
1000 S.E. Bay Blvd. #501
Newport, OR 97365

Employers Insurance of Wausau
9400 S.W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: Secretary of State - Please acknowledge receipt ✓ of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPOR

AGC Center, No. 310
9450 SW Commerce Circle
Wilsonville, Oregon 97070
(503) 682-2100

Arrow Brothers Corp.
Highway Specialty Division

February 7, 1985

File No [illegible]

TO: State of Oregon
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gorman

RE: Oregon State Highway Contract No. 9601

Dear Sirs:

Notice is hereby given that the undersigned Arrow Brothers Corp. has a claim for labor and materials as follows:

> LABOR - Installation of Guardrail. Said labor performed by employees of the undersigned who were under the direction and supervision of the undersigned.
>
> MATERIALS - Guardrail and Post, including miscellaneous materials used for the installation thereof.

In the sum of $900.00 against the Bond taken from F. Kelly Somers Construction, Inc., and its surety, Employers Insurance of Wausau for the work of grading, paving, and culvert on Oregon State Highway Division Contract No. 9601 concerning the Thorton Creek Section of the Corvallis-Newport Highway in Lincoln County.

Sincerely,

~~CLAIMANT~~ S. K. Swengel, Jr., President

RECEIVED
FEB 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FEB 1985
Arrow Bros. Corp.
RECEIVED

CC: F. Kelly Somers Construction, Inc.
Employers Isurance of Wausau

"A Minority Business Enterprise"

J & J Fencing, Inc.
694 N. 34th Street
Springfield, Oregon 97477

(503) 746-6227
Frances J. Conkle, President
James M. Conkle, Gen. Manager

March 1, 1985

Dept. of Transportation
Highway Division
P.O.Box 37
Newport ,OR 97365

RE: OSHD Contract 9601, Thronton Creek

Mr. Elroy

This Letter is to notify the State of Oregon that the undersigned and Oregon Corp., has not paid for material for the above described project. The amount due from F. Kelly Somers Const. ($1,615.20).

Notice is hereby given that the undersigned will file a claim for said sum retained by said public body as a trust fund for the protection and payment to the undersigned.

See Attached.

check
Elroy doesn't
have attachment
either
(F)

J & J Fencing, Inc.
Zondra Lobato
Zondra Lobato
Office Manager

cc: F. Kelly Somer Const.

3/22/85
I called Zondra
& she said she
will file a claim
if she don't get
paid. I gave her
our address -
Fran

RECEIVED
MAR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 5 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. [illegible] ELROY

Specializing in Security
Chain Link • Field Fencing • Ornamental Iron • Wood

January 30, 1985

Pioneer Telephone Cooperative
P. O. Box 631
Philomath, OR 97370

CON 5
#9601

Attention: Paul A. DeSalle
Office Manager

Gentlemen or Ladies:

Thank you for your letter of January 11, 1985, informing us that you have received payment in full from F. Kelly Somers Construction Company, Inc., for damages for cut cable.

You state this is in reference to the F. Kelly Somers Construction Co., Inc., and F. L. Somers Company, Inc., Contract No. 9601 for work on the Thornton Creek Section of the Corvallis-Newport Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:slp
cc: F. Kelly Somers Construction Co., Inc.
& F. L. Somers, Co., Inc.
1000 S. E. Bay Blvd., #301
Newport, OR 97365

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S. W. Beaverton Highway
Suite 300
Beaverton, OR 97705

dp 1-29-85

Telephone: Area Code 503
929-3135

Post Office Box 631
Zip Code 97370

PIONEER TELEPHONE COOPERATIVE

PHILOMATH, OREGON

January 11, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File No.: CON5 #9601

Dear Mr. Gormsen:

This is to inform you that we have received payment in full from F. Kelly Somers Const. Co., Inc. for damages for cut cable, File No. CON 5 #9601.

Sincerely,

Paul A. DeSalle
Paul A. DeSalle
Office Manager

PAD/ddd

RECEIVED
JAN 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 10, 1985

CON 5

F. Kelly Somers Construction, Inc.
2200 SW 19th Street
Gresham, Oregon 97030

Time Extension Request
Thornton Creek Bridge
Contract No. 9601
FAP No. BFR-21-1(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested a time extension of an additional 110 calendar days due to an overrun of General Excavation quantities; a change in the detour design; a request by the State to refrain from stream bed work during the month of June; and the performance of additional work under Price Agreement No. 6. Your request was found to be valid.

A contract time adjustment of an additional 110 calendar days is granted for the reasons requested. There remain six calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Bil Anhorn w/att.
Chuck Elroy w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: T. W. Litchfield, PE
Region Construction Engineer

DATE: November 13,1984

FROM: Charles W. Elroy
Charles W. Elroy
Project Manager

SUBJECT:

Time Extension Request
Thornton Creek Section
Contract No. 9601

REGION 2 OFFICE
RECEIVED
NOV 15 1984
RLO ..... RQS
RE ..... RCE ..... RME ..... ROM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR .....

Herewith is F. Kelly Summers Construction, Inc. request for a 110 day time extension, which if approved will extend the specified completion date from September 30,1983 to August 23,1984.

Work commenced July 19,1983 and the contract work was completed November 19,1983, which is 50 days over the September 30th completion date. At the final inspection held December 7,1983 the State did not approve the paving, as there were three low areas that did not meet the specified grade tolerances. Because of the lateness of the year for paving, a shut down order was given on 11/19/83 and was rescinded June 15,1984 to allow the remainder of the paving. The paving corrective work and additional A.C. overlay were completed June 18,1984. The bridge end connection and short section of guardrail were installed August 23,1984, which is also the date of the Second Notification.

The contractor's justification is based on extra excavation, redesign of the detour, weather conditions, misunderstanding of the date for allowing work to start within the streambed area, and P.A. No. 6-Guardrail Bridge End connection.

Our analysis of these requests follows:

Extra Excavation:

The contract quantity for General Excavation was 4,200 cubic yards. This included excavation at the bridge replacement site and the slide borrow area. Plan changes prior to construction resulted in a increase of excavation by 59% or 2,481 cubic yards. This increase of excavation required the contractor to work 12 days longer in order to complete operations in the designated slide barrow area. It is my recommendation that the 12 days requested be allowed.

O.K.

cc: Construction Engr. w/original order and attachments described above.
Approval is recommended.
Remarks I CONCUR WITH THIS PROPOSAL
REGION II CONSTRUCTION ENGINEER

CE ~~CAE~~ RECEIVED LS ..... TC .....
COE ..... OM ..... SA ..... CC .....
CA ..... NOV 19 1984 FE .....
CAM ..... MA .....
CP ..... CONSTRUCTION QCS .....
EEO ..... SECTION FILE .....

81-128-1387

Additional Detour Design:

Before the detour had been completely constructed to grade, it was found that the roadway was not wide enough to accommodate (2) 11 foot travel lanes. Additional work was required in steepening the the grade slope and leaving the blocks out of the type 2A Temporary guardrail. This was a small design error created by the bridge protective wall, designed by the Contractor's consultant engineer and approved by our Bridge Design Section. Because this is a joint error I recommend that 2 days be allowed.

O.K. OBJ

Weather Conditions & Date Discrepancy For Allowing Equipment Operations In The Streambed.

The beginning of the 1983 Construction Season was wetter than those of the past five years. Because the soil was over optimum moisture for highway construction, the contractor delayed his operations until mid July when the rains stopped.

NO

A second factor that held up construction operations was the request from the State Fish and Wildlife to not disturb the streambed until the last part of June.

O.K. OBJ

Ordinarily, the state does not allow time extensions for unfavorable weather , but since the first half of 1983 was not considered to be average weather I recommend that an exception be made and allow the Contractor's request for 30 calendar days.

No.

P.A. Number 6.

P.A. No. 6 - Furnish and Install bridge end connection and make connection to type 3 guardrail.

The initiating and processing of P.A. No. 6 for approval, the ordering of the materials and the final installation took 66 calendar days. This extra guardrail work was an added safety feature and not part of the original contract.

O.K. OBJ

The elapsed time from ordering to installation did not inconvenience the traveling public. Therefore I recommend that the 66 days (June 18,1984 thru August 23) requested be allowed.

This leaves six calendar days without justification, of which liquidated damages of $900.00 has been assessed.

The 110 days herein described are recommended.

1-7-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 110 calendar day time extension due to an overrun in General Excavation (12 C.D.); detour design change (2 C.D.); request by state to not disturb the streambed until late June - permit allowed work in streambed from June first - (30 C.D); and P.A. #6 (66 C.D).

O. B. Jackmond

cc file
CWE/dlb

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thornton Creek

WEEK ENDING: December 8, 1984

SECTION PREFIX: 21-1013

HIGHWAY: Corvallis-Newport

COUNTY: Lincoln

NAME OF JOB: Thornton Creek Section

KIND OF WORK: Grading, Paving, Culvert

CONTRACTOR: F. Kelly Somers Const. Co., Inc
~~F. L. Somers Co., Inc.~~

CONTRACT NUMBER: 9601

FEDERAL AID PROJECT NUMBER: BRF-21-1 (5)

DATE OF CONTRACT: March 1, 1983

DATE WORK STARTED: July 19, 1983

ESTIMATED COMPLETION DATE: August 23, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: Oct. 4, 1983

PERCENT OF TIME ELAPSED: 151%

PROJECT AUTHORIZATION: $ 250,053.61

EXCLUSIVE OF ENGINEERING: $ 201,053.61

ENGINEERING AUTHORIZATION: $ 49,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 201,053.61

ENGINEERING COST TO DATE: $ 54,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . 110 %

DATE PROJECT WAS COMPLETED: August 23, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.14	.14			.08
MILES PARTIALLY COMPLETED	.14	.14			.08
MILES COMPLETED	.14	.14			.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4200	2400			500
TOTAL QUANTITIES CORRECTED TO DATE	6680	2100			1264
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6680	2100			1264
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				*Roadway paving did not pass inspection and has been repaved. The State is to share this cost with the contractor.
MONDAY				
TUESDAY				*We are not adjusting our estimated cost of completed project at this time because there is still a price agreement and a request for time extension outstanding.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 11 1984
CONSTRUCTION SECTION
CE
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final completed and turned in on December 5, 1984. This will be the final report for this project.

SIGNED Charles W. Elroy LOCATION Newport

Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 29, 1984

Stewart & Tunno
P. O. Box 20309
Portland, OR 97220

IN REPLY REFER TO
FILE NO.:

CON 5
#9768, 9601

Gentlemen or Ladies:

We are returning to you the attached Certificate of Insurance covering F. Kelly Somers Construction, Inc., for additional information. We have two active contracts with this company as follows:

Contract No. 9768, Poterf Creek Culvert Section, Florence-Eugene Highway, Lane County;

Contract No. 9601, Thornton Creek Section, Corvallis-Newport Highway, Lincoln County.

It is a requirement that we have a separate certificate for each contract with the correct contract number and project description typewritten on the certificate or on an attached Endorsement.

Please add the following paragraph with regard to the additional insured on this certificate:

> The State of Oregon by and through its Department of Transportation, its officers, agents and employees, and the Oregon Transportation Commission are named as additional insured on policies issued for this project.

Our Legal Office has requested that you change the cancellation clause to read 30 days notice and cross out the words "endeavor to" and "but failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives". This is a requirement on all Certificates of Insurance.

Please return the certificate to: 121 Transportation Building, Salem, OR 97310

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: F. Kelly Somers Construction, Inc.
2200 S. W. 19th
Gresham, OR 97030

CL 84-204

bc: ✓Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1984

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9601

Pioneer Telephone Cooperative
PO Box 631
Philomath, OR 97370

Attention: Paul A. DeSalle
Office Manager

Gentlemen or Ladies:

This will acknowledge your letter of October 2, 1984, to Charles Elroy in Newport, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Pioneer Telephone Cooperative
AMOUNT:	$2,102.24
FOR:	Damages for a cut cable and replacement of 85 feet of BJF 150-22
AGAINST (Prime contractor)	F. Kelly Somers Const. Co., Inc. and F. L. Somers Co., Inc.
CONTRACT NO.:	9601
PROJECT:	Thornton Creek Section, Corvallis-Newport Highway, Lincoln County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
11-29-84 kjm

cc: F. Kelly Somers Const. Co., Inc.
and F. L. Somers Co., Inc.
1000 SE Bay Blvd., #501
Newport, OR 97365

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 SW Beaverton Hwy., Ste. 300
Beaverton, OR 97005

731-0146

STATE OF OREGON **INTEROFFICE MEMO**

TO: Robert Gormsen
Commission Services Manager

DATE: Oct. 5, 1984

FROM: Charles W. Elroy
Charles W. Elroy
Project Manager

SUBJECT: Thornton Creek Section
Corvallis-Newport Hwy.
Lincoln County
Contract No. 9601
Utility Claim

This is to inform you that Pioneer Telephone Cooperative of Philomath, Oregon has initiated a claim against F. Kelly Somers Const. Co., Inc. and F. L. Somers Co., Inc., prime contractor for the above named project, in the amount of $2,102.24 for a cut cable and replacment of 85 feet of BJF 150-22.

Pioneer Telephone has tried to collect their replacement costs through contact with the contractor but to no avail. Any help the State can give in collecting these repair costs will be greatly appreciated.

cc: File
Region

Enc. 2

CWE/ais

RECEIVED
OCT 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1987

Telephone: Area Code 503
929-3135

Post Office Box 631
Zip Code 97370

PIONEER TELEPHONE COOPERATIVE
PHILOMATH, OREGON

October 2, 1984

Mr. Charles Elroy
Project Manager
P. O. Box 37
253 N. E. 1st Avenue
Newport, OR 97365

RE: Thornton Creek culver project

Dear Mr. Elroy:

As per Mr. McDonald's telephone conversation with Don Jordan, we are writing you this letter to initiate a claim against Somers Construction for damages in the amount of $2,102.24 for a cut cable and replacement of 85 feet of BJF 150-22.

These damages occurred on the East side of Thornton Creek and the North side of highway 20 when the guard rail posts were being installed near station 2059+00.

Please find enclosed a copy of our invoice #286 dated December 28, 1983.

Sincerely,

Paul A. DeSalle
Office Manager

PAD/ddd/Encl

RECEIVED
OCT 5 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

RECEIVED
OCT 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. ELROY

INVOICE

INVOICE NO. #286

Pioneer Telephone Cooperative
P.O. Box 631
Philomath, Oregon 97370

SOLD TO
Somers Construction
2300 SW [illegible]
Gresham, OR 97030

SHIP TO
W.O. # 6132

CUSTOMER'S ORDER	SALESMAN	TERMS	DATE SHIPPED	SHIPPED VIA	F.O.B.	DATE
						12-28-83

Billing For Repair Of Damage To
150 Pr Cable Located At Thornton
Creek Bridge, Chitwood Ck
Damage Date: 9-30-83

Dr. Ac 120.21
Cr. W.O. #6132

Labor & Benefits	$1,715.00
Material	87.24
Equipment S[illegible]	108.00
Vehicle	192.00
Total	2,102.24

DEC 31 1983 195

FORM 75729
OLY PAK (50 SETS) 7P729

RECEIVED
OCT 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT 5 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
G. W. ELROY

9601

CL 84-161

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Claim filed directly with you by Cedar Creek Quarries.

September 19, 1984

IN REPLY REFER TO
FILE NO.: CON 5
9601

FILED
SEP 21 1984
NORMA PAULUS
SECRETARY OF STATE

Cedar Creek Quarries, Inc.
P. O. Box 730
Newport, OR 97365

Attention: Robert G. Wienert

Gentlemen:

This will acknowledge your Notice of Claim dated August 28, 1984, addressed to the Secretary of State and William Ekleund concerning the following Highway Division contract:

FILED BY:	Cedar Creek Quarries, Inc.
AMOUNT:	$3,913.82
FOR:	Materials
AGAINST (Prime contractor)	F. Kelly Somers Const. Co. Inc., and F. L. Somers Co., Inc.
CONTRACT NO.:	9601
PROJECT:	Thornton Creek Section, Corvallis-Newport Highway, Lincoln County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We note you have forwarded it to the Secretary of State.

Please advise this office when your claim has been paid. Our address is: 121 Transportation Building, Salem, OR 97310.

RECEIVED
SEP 20 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

F. Kelly Somers Const. Co., Inc.
& F. L. Somers Co., Inc.
1000 S. E. Bay Blvd. #501
Newport, OR 97365

Employers Insurance of Wausau
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

[illegible]ED [illegible]
9-26-84 bjm

731-0188

[illegible]DAR CREEK QUARRIES, INC.
P O BOX [illegible]
NEWPORT, OREGON 97365

August 28, 1984

Secretary of State
Capitol Building
Salem, OR 97310

CERTIFIED
P 611 770 108
MAIL

William Ekleund
Asst. Controler, Highway Div.
434 Transportation Bldg.
Salem, OR 97310

To: Secretary of State of Oregon and Department of Transportation,
Oregon State Highway Division,

NOTICE is hereby given that the undersigned, Cedar Creek Quarries, Inc., an Oregon corporation, has a claim for Rock and Hauling, on the [illegible] Creek project on Rt. 20, 20 miles east of Newport, Or.

This claim is for materials.

The amount of the claim as of August 28, 1984 is $3,915.82

Said claim is hereby asserted against the bond taken from F. Kelly Somers, Const., as principal and [illegible] Insurance Co., as surety, for the performance of F. Kelly Somers, Const. as general contractor. Claimant understands the general was paid sufficient funds on July 17, 1984, to pay claimant's bill, but claimant has not been paid to date.

Very truly yours,

Robert G. [illegible]
President

RECEIVED
SEP 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: F. Kelly Somers, Const
[illegible] Ins. Co.
Michael [illegible], Attorney at Law

[illegible]

CL 84-148.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 30 1984
NORMA PAULUS
SECRETARY OF STATE

August 28, 1984

Michael J. Kavanaugh
Attorney at Law
300 SW Sixth, Tenth Floor
Portland, OR 97204

CON 5
#9601

Dear Mr. Kavanaugh:

This will acknowledge your letter dated August 15, 1984, on behalf of your client, Road and Driveway Co., filing a claim against the following Highway Division contract:

FILED BY:	Road and Driveway Co.
AMOUNT:	$22,535.41
FOR:	Labor amd materials
AGAINST (Prime contractor)	F. Kelly Somers Const. Co., Inc. and F. L. Somers Co., Inc.
CONTRACT NO.:	9601
PROJECT:	Thornton Creek Section, Corvallis-Newport Highway, Lincoln County.
SURETY:	Employers Insurance of Wausau

We will advise the surety and the prime contractor of the receipt of this claim filing. We note that you have filed it direct with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

[illegible]ED ON CARD
9-4-84 kgm

cc: F. Kelly Somers Const. Co., Inc.
and F. L. Somers Co., Inc.
1000 SE Bay Blvd., #501
Newport, OR 97365

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. I believe the attorney filed the claim direct with you.

MICHAEL J. KAVANAUGH
ATTORNEY AT LAW
300 S.W. SIXTH TENTH FLOOR
PORTLAND, OREGON 97204
(503) 222-9349 241-3537

August 15, 1984

Secretary of State
Capitol Building
Salem, Or. 97310

William Ekleund
Asst. Controler, Highway Div.
434 Transportation Bldg.
Salem, Or. 97310

To: Secretary of State of Oregon and Department of Transportation, Oregon State Highway Division,

NOTICE is hereby given that the undersigned, Road and Driveway Co., an Oregon corporation, by and through its attorney, has a claim for asphalt paving and flagging performed by it, on the Thorton Creek project on Hwy 20, 20 miles east of Newport, Or.

This claim is for labor and materials.

The amount of the claim as of July 26, 1984 is $22,535.41.

Said claim is hereby asserted against the bond taken from F. Kelly Somers, Const., as principal and Warsaw Underwriters Insurance Co., as surety, for the work of F. Kelly Somers, Const. as general contractor. Claimant understands the general was paid sufficient funds on July 17, 1984, to pay claimant's bill, but claimant has not been paid to date.

Very truly yours,

Michael J. Kavanaugh

Michael J. Kavanaugh
Attorney for Road & Driveway Co.

RECEIVED
[illegible] OF CONSTRUCTION

cc: F. Kelly Somers, Const.
Wausau Ins. Co.
Road & Driveway Co.

RECEIVED
AUG 20 1984
HIGHWAY ACCOUNTING

NOTED
V.E. SKOOG

96017

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-277	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lincoln
MODIFICATION NUMBER 2		Project Number BRF-21-1(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 231,952	$ 267,305
Federal funds	$ 185,561	$ 213,844
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 12, 1984

FEDERAL AID PROJECT NO. BRF-21-1(5)

THORNTON CREEK SECTION
CORVALLIS-NEWPORT HIGHWAY
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
BRIDGE REPLACEMENT (STA. 893+50 to STA. 897+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Trench Excavation	$ 10.00	40	$ 400.00	149	$ 1,490.00
Concrete in Footings	150.00	20	3,000.00	39.1	5,865.00
Temporary Luminaire Installation (P.A. #1)	456.71	---	---	All Required	456.71
Straw Mat with Fertilizer and Seed (P.A. #2)	.48	---	---	7,200	3,456.00
Class "C" (Commercial Mix) AC Concrete Tapers (P.A. #4B)	38.50	---	---	28	1,078.00
Relocate Aerial Power Line (S.F.O. #2)	---	---	---	---	4,471.00
		Subtotals	$ 3,400.00		$ 34,141.71

Increase	$ 30,741.71
Subtotal from Revised Project Agreement Estimate of January 12, 1984	201,698.00
Subtotal	$ 232,439.71
Engineering	34,865.2
Total	$ 267,305.0
Length of Project	0.0 mi.
Federal Funds (80%)	$ 213,844.00
State Funds	53,461.00
Total	$ 267,305.00

Group 1
Contract No. 9601
Prefix: 21-1408
Prefix: 21-1013
WH:bkb

COPY Gen File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-118		
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 1	1-11-84	Project Number BRF-21-1(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 17 , 19 83 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 200,126.00	$ 231,952.00
Federal funds	$ 160,100.00	$ 185,561.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~BY~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 12, 1984

Federal-Aid Project No. BRF 21-1(5)

Thornton Creek Section
Corvallis-Newport Highway
Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Bridge Replacement (Sta. 893+50 to Sta. 897+50)

Subtotal of previous estimate of March 7, 1983	$ 176,323.00

Previous Estimate

General Excavation	4,200 C.Y.	5.00	$ 21,000.00
Class B Asph. Conc.	500 Ton	35.00	17,500.00
			$ 38,500.00

Revised Estimate

General Excavation	7,000 C.Y.	5.00	$ 35,000.00
Class "B" Asphalt	825 Ton	35.00	28,875.00
			$ 63,875.00

Increase	$ 25,375.00
Subtotal	$ 201,698.00
Engineering	30,254.00
Total	$ 231,952.00

Length of Project	0.0 mi.

Federal Funds	$ 185,561.00
State Funds	46,391.00
Total	$ 231,952.00

Group 1	100%
Contract No.	9601
Prefix:	21-1408
Prefix:	21-1013

RHZ:bkb

9601

OMB No. 04-R2089

15

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

3 175

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3/17/83

State

Co Oregon

Pro Lincoln

BRF-21-1(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Thornton Creek Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-83	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 80.0%
$ 200,126.00	$ 160,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D C Swan

Acting Program Section Manager
(Title)

XXXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 17 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 7, 1983

Federal-Aid Project
No. BRF-21-1(5)

Thornton Creek Section
Corvallis-Newport Highway
Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Bridge Replacement (Sta. 893+50 to Sta. 897+50)

Mobilization		All Required	$ 15,000.00
Temporary Protection and Direction of Traffic		All Required	3,000.00
Temporary Signs	174 Sq. Ft.	4.50	783.00
Temporary Barricades	5 Each	100.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	125 Lin. Ft.	5.00	625.00
Temporary Guardrail, Type 1 Reflectorized	550 Lin. Ft.	5.00	2,750.00
Flagmen	1,500 Hour	16.00	24,000.00
Pilot Car	500 Hour	10.00	5,000.00
Clearing and Grubbing		All Required	8,000.00
Removal of Structures and Obstructions		All Required	1,000.00
General Excavation	4,200 Cu. Yd.	5.00	21,000.00
Toe Trench Excavation	150 Cu. Yd.	10.00	1,500.00
Trench Excavation	40 Cu. Yd.	10.00	400.00
Aggregate Base	2,400 Ton	10.00	24,000.00
Class "B" Asphalt Concrete	500 Ton	35.00	17,500.00
Concrete in Footings	20 Cu. Yd.	150.00	3,000.00
Reinforcement in Footings	1,500 Lbs.	.50	750.00
18'-0" x 8'-11" Structural Plate Arch	124 Lin. Ft.	175.00	21,700.00
Guardrail, Type 2A	450 Lin. Ft.	10.50	4,725.00
Guardrail Anchors, Type 1	4 Each	250.00	1,000.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 100	350 Cu. Yd.	15.00	5,250.00
Filter Fabric	520 Sq. Yd.	2.00	1,040.00
Roadside Seeding and Mulching	1 Acre	900.00	900.00
			$ 163,823.00

Anticipated Items

Slide Correction	All Required	$ 10,000.00
Pavement Striping	All Required	1,000.00
Temporary Pavement Striping	All Required	1,000.00
Remove Pavement Striping	All Required	500.00
		$ 12,500.00
	Subtotal	$ 176,323.00
	Engineering	23,803.00
	Total	$ 200,126.00

Length of Project -------- 0.00 mi.

Federal Funds (80%)------- $160,100
State Funds -------------- 40,02
Total $200,126

Group 1	100%
Contract No.	9601
Prefix:	21-1408
Prefix:	21-1013

Thornton Creek Section
Corvallis-Newport Highway
Lincoln County

Nonparticipating

Multiple Mailbox Supports	1 Each	200.00	$ 200.00

9601

F

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: W. E. Schwartz
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 2, 1984

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Engineering Overrun
E. McMinnville Inter. Contract 9659 (36-1090)
Thorton Cr. Br. Contract 9601 (21-1013)
Wallace Br.-Willamina ECL Contract ~~9548~~ (127-1002) 9362
Pudding R. Br. Contract 9373 (124-1064)

In your January 16 letter, you noted that the subject projects not only overran the original project authorization, but also incurred what you described as excessive engineering.

In reviewing with Project Managers Charles W. Elroy and Arvey D. Nelson, I find that all of the charges were appropriate. Please see their attached January 26 and January 31 reports.

Each of these projects sustained a substantial change during the project. All redesign engineering costs were charged to the construction engineering. It might be well to have a separate identification of engineering costs for substantial changes.

We could also require the contractor to do more materials testing. However, this would just change where the costs are charged, and not truly reduce overall costs.

Each of the Project Managers lists some other lesser possibilities. I think the significant item is that we continue to exert every effort possible at all levels to work toward engineering cost reduction. I believe one of the most significant increases in our engineering costs comes from our more detailed documentation requirements.

If I can provide any more detail on this matter, please let me know.

GWW/cal
Attachment

y- Fredrickson
2/17

cc: C. O. Fredrickson
C. W. Elroy
A. D. Nelson

RECEIVED
STATE HWY ENGR
FEB 2 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

G. Wimer - You are now in a position to look at these documentation requirements & assess whether it is necessary to document & check to the extent we do. I have some reservations about the Region reviewer program & to the degree we do all this work. I also have some questions about our perception of inspection. I would like to talk to you about this general subject when you have had a chance

STATE OF OREGON

INTER OFFICE MEMO

TO: D. O. Christensen, P.E.
Region 2 Engineer

DATE: Jan. 26, 1984

FROM: Charles W. Elroy
Project Manager

REGION 2 ENGINEER
RECEIVED
☐ JAN 27 1984 ☐ RBE
☐ RE ☐ RCE ☐ PME ☐ RTE ☐ ROE
☐ ULE ☐ GFO ☐ RSO ☐ ENV ☐ RFE

SUBJECT: Overrun of Project Authorization
Contract No. 9548 (127-1002) Wallace Br.-Willamina ECL
Contract No. 9601 (21-1013) Thornton Creek

Attention: Gerald W. Wimer, P.E.
Region Construction Engineer

I hereby confirm that the engineering monies charged against the Wallace Bridge-Willamina ECL and Thornton Creek projects have been assessed appropriately and recommend the following towards avoiding future occurrences of engineering overruns:

1. Put the burden of material testing on the contractor with only random testing by the State. This would illiminate the need of large crews and most of the overtime.

2. Enforce our Standard Specifications (Sub-Section 105.08) and charge the contractor for re-establishing line and grade stakes when the initial points are destroyed.

3. Increase the engineering monies to take care of establishing and monumenting Right of Way after contracts have been awarded, as this requires additional engineering.

4. Small projects (except for length) require the same amount of testing and engineering layout as the larger projects and without the additional engineering monies. It is even worse when a contractor bids below the engineering estimate. Engineering precentages should be increased for these types of projects.

5. Costs to maintain a medium sized engineering crew runs approximately $20,000. per month. If a contractor is slow in completing his contract work, the engineering monies could rise to $120,000. in six months. These charges could go even higher if other projects do not lie within a close proximity of the one you are working on. This was the case on the Wallace Br.-Willamina ECL project where contract work continued for over a year.

I realize what I have said may sound like a lot of excuses, instead of admitting incompetence, but these facts are more of a reality than fiction.

C. O. Fredrickson
Region 2 Engineer

January 16, 1984

W. E. Schwartz
Assistant State Highway Engineer

Overrun of Project Authorization
Contract No. 9659 (36-1090)
Contract No. 9601 (21-1013)
Contract No. 9548 (127-1002)
Contract No. 9373 (124-1064)

The reports on expected overrun recently submitted on these projects indicate engineering charges incurred which are excessive and are out of proportion to the amount of contract work. All four involve considerable state funding to pick up the amount beyond the federal participation limit for construction engineering.

Please review this matter to ascertain that the engineering charges are indeed appropriate. I would like to have your recommendation as to what steps can be taken to avoid future occurrences of this nature.

HHP:mk sl

cc H. S. Coulter
C. T. Keasey
Bryant Jackmond

For 4 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Thornton Creek Date 12/8/83

Highway Corvallis - Newport Contract No. 9601

County Lincoln Kind of Work Grading, Paving & Culvert Contractor F. Kelly Somers Const. In & F.L. Somers Co. Inc. J.V

	Authorized	Estimated
Contract Amount	164,023.00	187,000.00
Anticipated Items	12,500.00	12,500.00
Contingency (4½%)	7,943.54	2,553.61 ~~2,500.00~~
Engineering	15,887.07	49,000.00
Credits	------	(-) 1,000.00
PROJECT COST	200,353.61	250,053.61 ~~250,000.00~~

NET INCREASE $ 49,700.00 OR 24.8

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. #7 Flagmen	14,000	-10,000
(C) B.I. #8 Pilot Car	0	-5,000
(C) B.I. # 11 General Excavation	35,000	+14,000
(C) B.I. # 14 Aggregate Base	19,000	- 5,000
(C) B.I. # 15 Class "B" Asphalt Concrete	46,400	+28,900
(C) Engineering	49,000	+33,113

Principal reasons for overruns (Continue on reverse side): See attached Sheet

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the origina project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by mor than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been note by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Reside Engineer.

Submitted by Charles W. Elroy
Charles W.Elroy Resident Engineer

Noted by For Construction or Bridge Engineer

Confirmed by Regional Engineer

Noted by Deputy or State Highway Engineer

DATE: January 6, 1984

CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Thornton Creek Section
Corvallis-Newport Highway, Lincoln County
Contract No. 9601

This federal-aid bridge replacement project was recently completed and it is apparent that the final cost will exceed the project authorization by $49,700 or 24.8 percent.

Additional quantities of asphalt concrete paving material were required in three areas. The roadway surface within the limits of the slide barrow area had been broken up from falling boulders and from the heavy equipment used in removal of the boulders, thus necessitating overlayment of some four hundred feet of pavement in order to provide an acceptable riding surface for the traveling public. The detour constructed under the contract to handle traffic during installation of the culvert was utilized to provide a permanent pull-out area to increase safety for the traveling public in this area which is very short on areas for this purpose. This required additional pavement depth over that shown on the plans. Flat roadway grades in the project area will require some additional leveling and overlayment in order to improve the roadway drainage. The additional paving used in the three areas mentioned added approximately $28,900 to the cost of the project.

General excavation in the slide area overran because it was not possible to construct the bench as shown on the typical section and at the same time allow use of normal construction equipment. The short length of the area required a greater width than that shown on the plans. This additional excavation added approximately $14,000 to the cost of the project.

A major portion of the overrun on the project is due to construction engineering. This item overran primarily due to the manner in which the contractor pursued the work. Long hours and weekends were worked by a very small workforce on the part of the contractor. Staking and/or inspection was requested by the contractor when the project was not ready for the work requested. Items of this nature caused the engineering to overrun by some two hundred percent.

There are sufficient funds available in the category of work and all the increase, except $11,950 is eligible for federal participation.

I recommend that the authorization be increased by $49,700 to a new total of $250,053.61. This matter will be on the consent calendar for the January 18 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

7[illegible]1

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

RECEIVED
STATE HWY ENGR
JAN 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 3, 1984

NOTED
W. E. SCHWARTZ

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Thornton Creek Section
Corvallis-Newport Highway, Lincoln County
Contract No. 9601

This federal aid bridge replacement project was recently completed and it is apparent that the final cost will exceed the project authorization by $49,700.00 or 24.8 percent.

Additional quantities of asphalt concrete paving material were required in three areas. The roadway surface within the limits of the slide barrow area had been broken up from falling boulders and from the heavy equipment used in removal of the boulders, thus necessitating overlayment of some four hundred feet of pavement in order to provide an acceptable riding surface for the traveling public. The detour constructed under the contract to handle traffic during installation of the culvert was utilized to provide a permanent pull-out area to increase safety for the traveling public in this area which is very short on areas for this purpose. This required additional pavement depth over that shown on the plans. Flat roadway grades in the project area will require some additional leveling and overlayment in order to improve the roadway drainage. The additional paving used in the three areas mentioned added approximately $28,900 to the cost of the project.

General excavation in the slide area overran because it was not possible to construct the bench as shown on the typical section and at the same time allow use of normal construction equipment. The short length of the area required a greater width than that shown on the plans. This additional excavation added approximately $14,000 to the cost of the project.

A major portion of the overrun on the project is due to construction engineering. This item overran primarily due to the manner in which the contractor pursued the work. Long hours and weekends were worked by a very small workforce on the part of the contractor. Staking and/or inspection was requested by the contractor when the project was not ready for the work requested. Items of this nature caused the engineering to overrun by some two hundred percent.

There are sufficient funds available in the category of work and all the increase, except $11,950 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $49,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
R. D. Church
Chuck Elroy
D. E. Swan

81-125-1367

7601

2-24-83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-21-1(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30002

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE See below

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:

THORNTON CREEK SECTION

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's February 4, 1983 letter, and effective upon the date of award of a construction contract, you are authorized to proceed with the actual adjustments for the Consumers Power, Inc., Aerial Power Line Relocation on an actual cost basis estimated to be $4,471; Federal Funds $3,576.80.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO Swan
FOR

Info	Ives	R/D	D/R	Sec	Alt	File

orig 3/2

14. DATE 2-24-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1601

4

February 4, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Acting Program Section Manager

NOTED
E. S. HUNTER

SUBJECT: Aerial Power Line Relocation
Consumers Power, Inc.
Thornton Creek Culvert & Slide Section
Corvallis-Newport Highway
Lincoln County
Project No. BRF-21-1(5)

Here is a copy of an estimate of cost to adjust Consumers Power, Inc.'s aerial power line facilities dated September 29, 1982.

A certification prepared by Don Bedford as to the Consumers Power, Inc.'s rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the utility dated January 7, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the utility's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,471.

JMC/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

RECEIVED
TECHNICAL SERVICES
FEB 8 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

7651

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-21-1(5) 5

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30002

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION: Thornton Creek Section

11. GENERAL DESCRIPTION OF WORK Culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Pavement Striping S. F.	$1,000
Temporary Striping S. F.	$1,000
Remove Striping S. F.	$ 500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/31/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $202,488 Federal Funds $161,990.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to w/att. 2/15

14. DATE 2/2/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

N

LINCOLN COUNTY
OREGON

DEPARTMENT OF PLANNING AND DEVELOPMENT

Public Service Building
210 S.W. Second Street
Newport, Oregon 97365

(503) 265-6611
Building Division
Ext. 251
Code Enforcement
Ext. 292
On-Site Waste Mgmt.
Ext. 253
Planning Division
Ext. 292

REGION 2 ENGINEER
RECEIVED
JAN 10 1983
☐ RLE ☒ RE ☐ RCE ☒ RME ☐ RTE ☐ RBE ☑ ROE
☐ ULE ☐ SEO ☐ RSO ☐ ENV ☐ RFE

January 6, 1983

RE: Oregon Department of Transportation; 58-ADM-C-82

Dear Applicant/Property Owner:

Approval has been granted by the Lincoln County Planning Division for a conditional use permit to allow the Oregon Department of Transportation (ODOT) to replace the existing highway bridge over Thorton Creek and rip-rap along the stream bank. The bridge ~~is located 17 miles~~ east of Newport on U.S. Highway 20. The property on which rip-rapping is to occur is identified on Lincoln County Assessor Map 10-9-31 as tax lots 1000 and 1100.

This approval is granted subject to the following conditions:

1. That ODOT obtain fill/removal permit from the Division of State Lands and comply with all conditions imposed.
2. That the rip-rap and bridge not measurably increase base (100 year) flood levels.
3. That water turbidity be kept to the lowest degree possible throughout construction.
4. That pollutants, especially but not limited to all petroleum products, fresh concrete, and silt must not be permitted to enter the water.
5. That the State Department of Fish and Wildlife establish the dates instream work can occur.
6. That all disturbed soils be stabilized and revegetated as soon as possible.
7. That all construction debris be removed from the vicinity and not allowed into the stream or left where it can be leached by high water.
8. That ODOT obtain the necessary right-of-way through negotiations or eminent domain from the affected property owners prior to starting construction.

RECEIVED
JAN 13 1983
ROAD DESIGN SECTION
Versteeg ___
Anderson ___ copy
Adams ___
Olson ___
Sullivan ___ copy
Terpin ___
Trout ___
Waterlig ___
Do not file ___
Return To ___
Bring in ___
Action ___

Records of the County Assessor indicate you are the owner or own property within 250 feet of this subject property. If the conditions imposed are inappropriate or inadequate to protect your

cc Chuck Elroy

interests as a property owner, you have the right to appeal this decision to the Planning Commission for a hearing.

To appeal, contact the Lincoln County Planning Division no later than January 20, 1983, at 5 P.M. An appeal fee of $50.00 must accompany your written statement explaining your reasons for an appeal.

If you have any questions, please contact this office.

Sincerely,

Peter Idema

PETER IDEMA
Associate Planner

gg

10-15-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-1(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30002

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/82
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Thornton Creek Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 10/7/82 you are authorized to proceed with all phases of R/W acquisition for files 52897, 52898 amd 52899 as shown on R/W map 1R-4-790 at a TEC of $8,000 Federal Funds $7,054.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO
Moehlung
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ
10/22
orig

14. DATE 10/15/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossman
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7621

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20156
Project No. F-21-1(3)
Thornton Creek Section
Lincoln County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1R-4-790 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $8,000 with an obligation of $7,054 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Enc.

cc: J.B. Boyd
F. Lowe
General Files

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT, Highway Division LINCOLN

PROJECT TITLE: Thornton Creek Bridge

DATE: October 5, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

9-2-82
BEN GIFFORD

RECEIVED
STATE HWY ENGR
OCT 7 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attachment
cc: Dale E. Wilken ✓
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.: C.O. Fredrickson
Dis.(4)Engr.: J.L. Gunter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820908-012-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

SEP 3

PNRS STATE REVIEW

Project #: OR 820908-012-2 Return Date: 01 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

See attachment

Agency Fish & Wildlife By Tony Faast

OR 820908-012-2

1. Preferred culvert type would be open bottom arch pipe. Second choice an arch pipe.
2. If an arch pipe is used the slope of the pipe should be less than 0.9%
3. If a bypass culvert is used, and left in place, it should be installed so the bottom of the culvert would be at least eight inches above bottom of the main culvert.
4. Instream work should be confined to the period June 1 - October 1.
5. Exercise precautions during construction to protect important anadromous fish species using Thornton Creek and the Yaquina River.

Please coordinate the planning and implementation with our District Fish & Wildlife Biologist.

Gene Stewart
ODFW District Biologist
Marine Science Dr. Bldg. 3
Newport, OR 97365

687-4741

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
SEP 22 1982

PNRS STATE REVIEW

Project #: OR 820908-012-2   Return Date: OCT 01 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands   By

PNRS #2   Phone Number

76/

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

LINCOLN

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Thornton Creek Slide

DATE: September 22, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED H.S. COULTER

9-2-82
BEN GIFFORD

Attachment

cc: Dale E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.: C.O. Fredrickson
Dis.(4)Engr.: J.L. Gunter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820827-036-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

RECEIVED
STATE HWY ENGR
SEP 24 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
SEP 02 1982

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
AUG30 1982
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 820827-036-2 Return Date: SEP 17 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By CH.

PNRS #2 Phone Number 8-3259

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

SEP 22 1982

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 820827-036-2 Return Date: SEP 17 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife

PNRS #2

By Tony Faast
Environmental Mgmt. 9-20-82
Phone Number 229-5679

PNRS State Review

OR 820827-036-2

The ODFW does not object to the US-20 slide project in Lincoln County providing the following stipulations are observed during construction:

1) Equipment operating in the actively flowing stream is confined to the period June 15 to September 15.
2) Adequate measures are taken to minimize turbidities which could result from construction.
3) Silt catch basins and adequate settling ponds established to avoid water quality degradation.
4) Culverts placed to conform with existing stream gradient.
5) Pollutants of any type kept out of the waterway.
6) Disturbed soils are quickly revegetated.
7) All project debris removed from the stream.
8) Please coordinate the planning and implementation of this project with the district biologists.
   Please contact: Gene Stewart
   ODFW District Biologist
   Marine Science Drive, Bldg. 3
   Newport, OR 97365

   867-4741

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 2, 1982

To: Executive Department
Federal-Aid Coordination Unit

Oregon Dist. 4 Council of
Governments
460 SW Madison #7
Corvallis, OR 97330

J L Gaither

From: for D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Section: Thornton Creek Bridge
Highway: Corvallis-Newport
County: Lincoln

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be October 1, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter

W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 4 Engr.: J.L. Gunter
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
SEP 7 '82
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 Thornton Creek Bridge	
11	12] PROJECT LOCATION—CITY Corvallis-Newport US-20	PROJECT LOCATION—COUNTY Lincoln PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replacement of the existing bridge which is in extremely poor condition. The

06 12] bridge will be replaced with an arch culvert. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
141,600	-----	35,400	----	----	177,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 2, 1982

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Oct. 43] DAY [44 1 45] YEAR [46 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 2, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

BRF-21-1(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date August 16, 1982

Section Thornton Creek Bridge

City

Hwy. No. 33

Highway Corvallis-Newport

Begin M.P. 16.96

Length 600'

County Lincoln

Program Estimate $177,200.00

Region 2

Funding Source Federal Aid

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of the existing bridge which is in extremely poor condition. The bridge will be replaced with an arch culvert.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation

- X Wetlands Finding/Analysis
- ___ Endangered Species List
- ___ Biologic Assessment
- X Cultural Resources Survey
- ___ Section 106 Procedures
- ___ Section 4(f) Evaluation
- ___ Noise Study Report
- ___ Indirect Source Construction Permit

Basis for Recommended Classification:

The project requires only a minor amount of right-of-way and would not result in any significant impacts.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2 - (11'	2 - (12')
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	None	4'
Average Daily Traffic (Volume and Year)	2700	
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	Basic Rule (45 est.)	Same

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	.20
Estimated Number of Parcels	1
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

A small amount of right-of-way is needed on downstream side.

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic will be detoured over an adjacent pipe during construction.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Thornton Creek is a year-round stream with small runs of Spring and Fall Chinook, Winter Coho Salmon and Steelhead, and Summer Searun Cut Throat. The stream grade line should remain the same including elevation and velocities. Measures will be taken to ensure that these runs are not harmed. This creek is not navigable.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

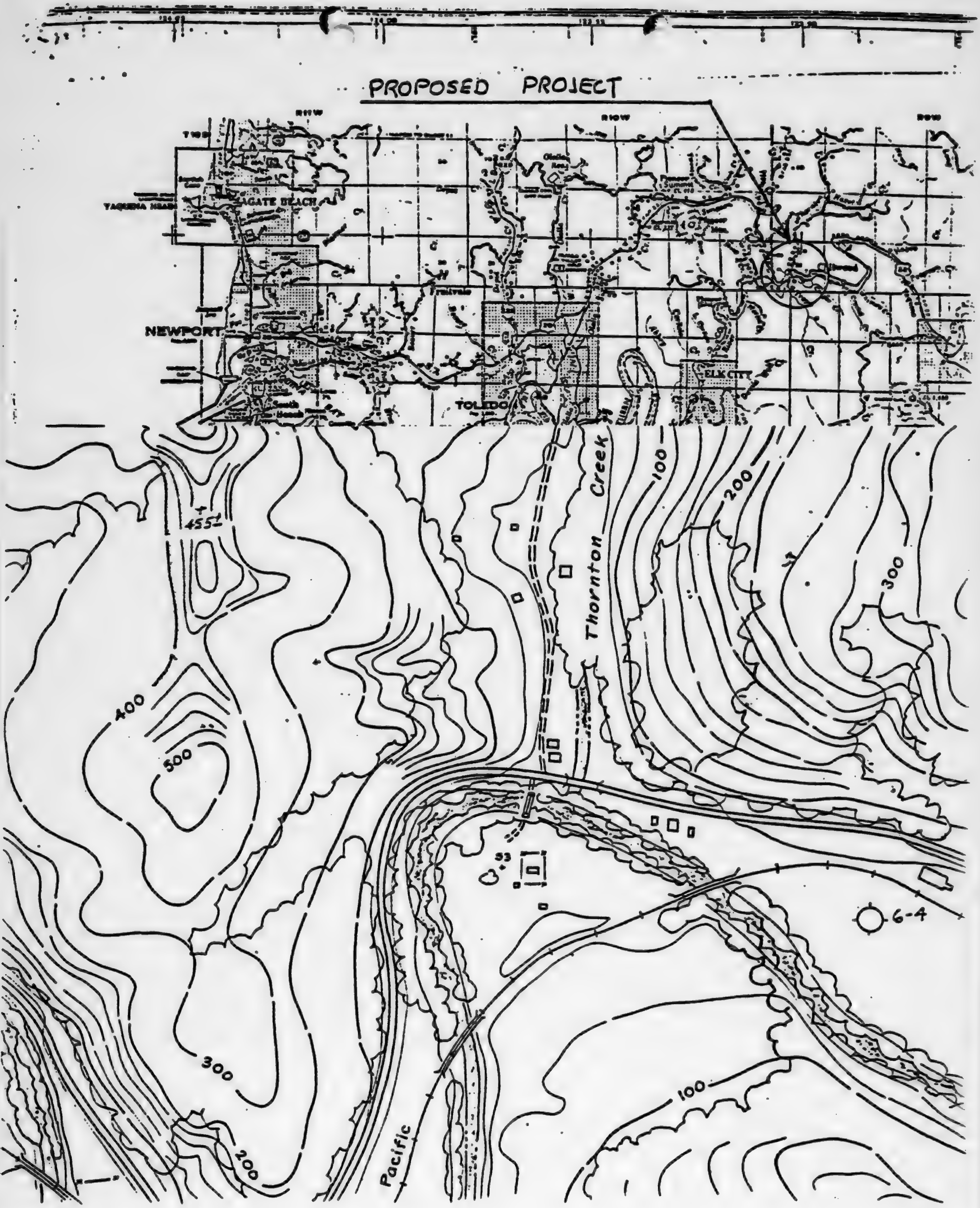
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Region Office has had contact with the Fish and Wildlife Department on replacing the bridge with an arch culvert.

Name of Preparer and Phone Number: Mike Schultz (378-2626)

(Attach Project Location Map)

(3-25-82)


PROPOSED PROJECT
YAQUINA HEAD
AGATE BEACH
NEWPORT
TOLEDO
ELK CITY
Thornton Creek
100
200
300
455
400
500
300
200
100
Pacific
6-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.:
PRO

Date: August 25, 1982

To: Executive Department
Federal-Aid Coordination Unit

Oregon District 4 Council
of Governments
460 SW Madison #7
Corvallis, OR 97330

J L Gaither

From: for D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Section: Thornton Creek Slide
Highway: Corvallis-Newport US-20
County: Lincoln

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be September 27, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 4 Engr.: J.L. Gunter
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
AUG 26 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D.E. Swan | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6565

01 12] PROJECT TITLE [71: Thornton Creek Slide

11 12] PROJECT LOCATION—CITY: Corvallis-Newport US-20 | PROJECT LOCATION—COUNTY: Lincoln | PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This is a slide which occured in January of 1982. The slide goes beyond the [71

06 12] existing right-of-way line. Excavation of a bench section is necessary to [71

07 12] eliminate further rockfall and mudslide problems. [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
52,900	----	7,100	----	----	60,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Aug. 25, 1982

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 27 | 45] YEAR [46: 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 25, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-21-1(0)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date August 12, 1982

Section Thornton Creek Slide

City ______ Hwy. No. ______

Highway Corvallis-Newport

Begin M.P. ______ Length ______

County Lincoln

Program Estimate $60,000

Region 2

Funding Source Federal-Aid

B. Purpose, Need, and Description of Project (Describe Alternatives):

This is a slide which occured in January of 1982. The slide goes beyond the existing right-of-way line. Excavation of a bench section is necessary to eliminate further rockfall and mudslide problems.

C. Recommended Project Classification:

Project Class		Documentation
______	I	Draft and Final EIS
X	II	Categorical Exclusion
______	III	Environmental Assessment

Other Documentation

- ___ Wetlands Finding/Analysis
- ___ Endangered Species List
- ___ Biologic Assessment
- X Cultural Resources Survey
- ___ Section 106 Procedures
- ___ Section 4(f) Evaluation
- ___ Noise Study Report
- ___ Indirect Source Construction Permit

Basis for Recommended Classification:

Approximately one acre of right-of-way will be purchased. Right-of-way is unimproved forest land.

D. Descriptions:

Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-(11)	2-(12)
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	None	4'
Average Daily Traffic (Volume and Year)	2700/1981	
Alignment (New, Combined, Existing)	Existing	Same
Speeds (Posted and Estimated)	Basic rule (45 est)	Same

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1
Estimated Number of Parcels	
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

Some right-of-way must be purchased to correct slide problem.

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

None.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Loss of vegetation required for benching is not significant. Benching will be done upslope from the highway and away from the Yaquina River, which borders the highway. Excavated material will be used in the construction of the proposed culvert replacement of the Thornton Creek Bridge.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

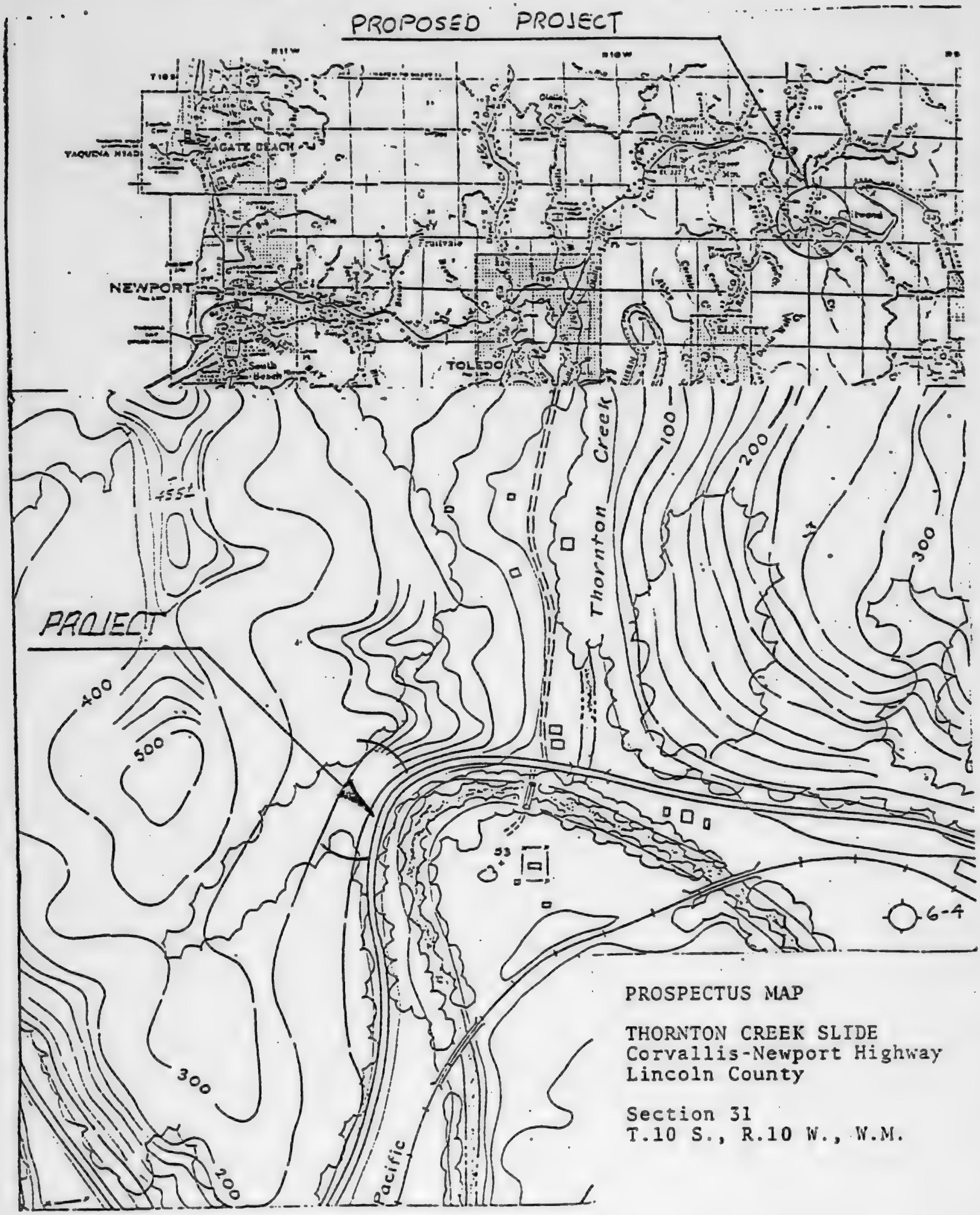
None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Mike Schultz (378-2626)

(Attach Project Location Map) (3-25-82)


PROPOSED PROJECT
R11W
R10W
T10S
YAQUINA HEAD
AGATE BEACH
NEWPORT
Fruitvale
TOLEDO
South Beach
ELK CITY
Thornton Creek
100
200
300
455
PROJECT
400
500
300
200
Pacific
53
6-4

PROSPECTUS MAP

THORNTON CREEK SLIDE
Corvallis-Newport Highway
Lincoln County

Section 31
T.10 S., R.10 W., W.M.

ROAD DESIGN SECTION

DES 16

Walter J. Hart
Bridge Engineer

August 18, 1982

Donald R. Adams, PE
Final Design Engineer

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
2 Trout
Wakerlig

RECEIVED
AUG 18 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up __/__/__
Action

[redacted]
Corvallis-Newport Highway
Lincoln County

Would you have a design made and plans prepared for the 14'-0 x 7'-3" structural plate arch alternative proposed in the attached addendum to the Hydraulics Report by Gene Finley.

This alternative is favored by the Fish and Wildlife people and is also the more practicable one to construct under the existing conditions.

Attached also is a print of the field ties and the arrangement of the existing mud sills. You have in your files the vicinity map for this area. Contact Bud Mann for any further information you may need.

NEM:rw

Attachments

cc: N. E. Mann

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: August 10, 1982

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulics Design Engineer

SUBJECT: Thornton Creek Bridge #0858
Corvallis-Newport Highway, MP 16.96
Lincoln County

Versteeg
Anderson
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Action

-- ADDENDUM --

Mr. Bert Carnegie and Mr. Nelson Stewart, Oregon Department of Fish and Wildlife, requested that the replacement structure in order of priority be either a structural plate arch (natural bottom) or a CMP pipe-arch placed on a maximum slope of 0.9%. They recommended that the outlet end of the CMP pipe-arch match the existing channel bottom as close as possible to minimize the entrance jump for migrating fish.

Mr. Carnegie stated that fish baffles would not be required for the pipe-arch since roughness coefficient for CMP is large enough to reduce velocities to an acceptable level.

HYDRAULIC DESIGN

Two types of replacement structures were investigated: a 14'-0" x 7'-3" structural plate arch and a 14'-11" x 10'-2" CMP pipe-arch. The structural plate arch would require a minimum waterway area of 120 square feet. To achieve this waterway area will require that the structure be placed on a variable height wall footing since the arch only provides an 80 square foot area. Other suggested details are shown on the attached sketch.

The CMP pipe-arch was assumed to be 124± feet long with 1½:1 mitered ends, and placed on a 0.9% slope. The flowline elevation of the outlet and inlet are estimated to be 29.0 feet and 30.1 feet, respectively. To achieve the 0.9% grade will require countersinking the pipe by excavating a minimum of 2½ feet in sandstone ledge rock.

The tabulation on page two compares the existing and proposed structure.

RIPRAP

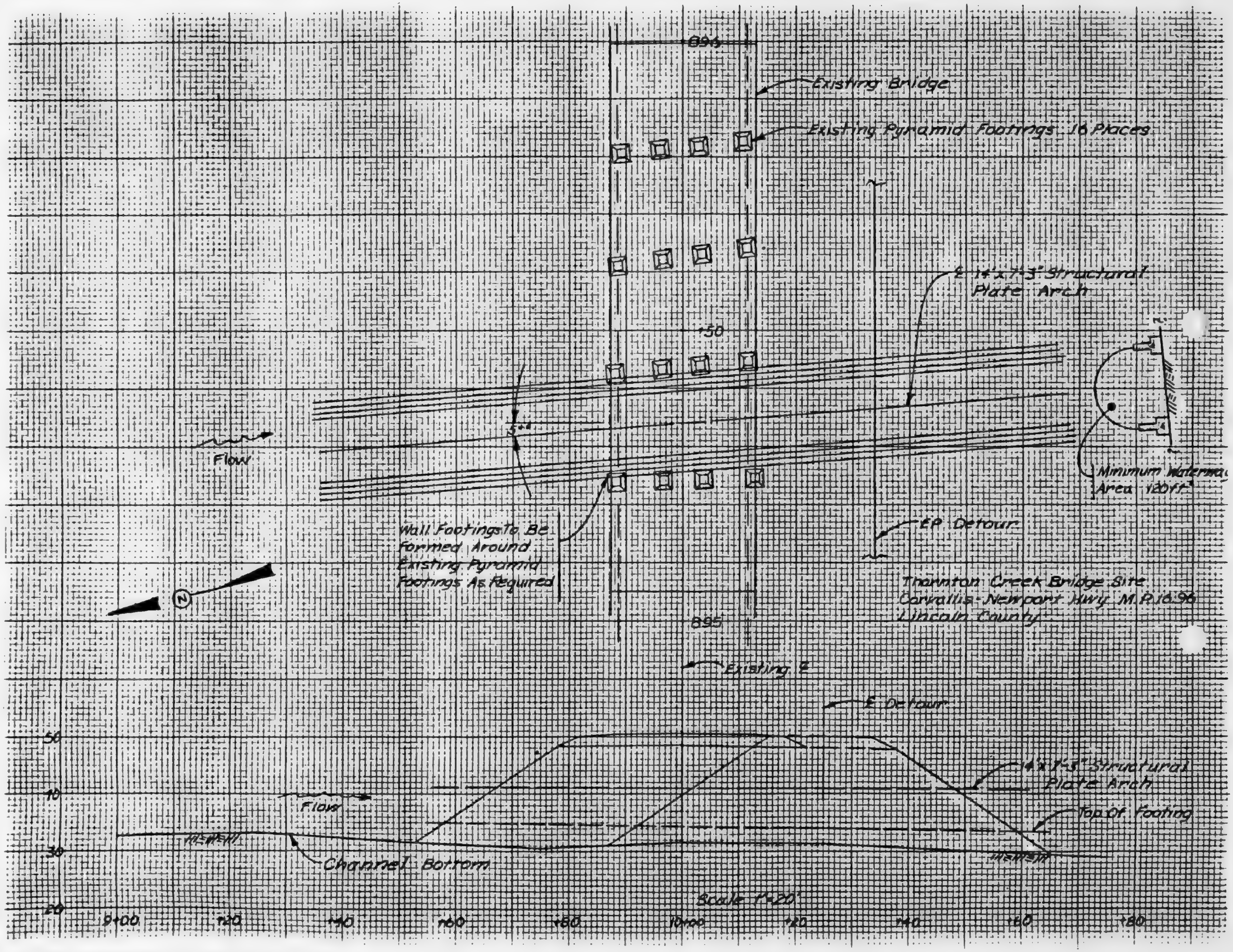
It is suggested that the fresh fill slopes be protected with an 18-inch blanket of class 100 loose riprap placed with a toe trench. A filter blanket will not be required.

REFERRED TO
Beard Stoudenmeyer
Cole
Erikson Watson
Hager Dorn [✓ Leu]
Return Discuss Do [✓ File] Due
BY FINAL DESIGN ENGINEER

	Roadway Overflow Yaquina River (100-year flood) Thornton Creek (10-year flood)	H.W. Elev. (MSL) Yaquina River (100-year flood) Thornton Creek (10-year flood)	H.W. Elev. (MSL) Yaquina River (3-year flood) Thornton Creek (50-year flood)
Existing 95-foot Bridge	No flow, but flooded	50.0 feet	39.7 feet
14'-0" x 7'-3" structural Plate Arch	100 cfs	50.6 feet	41.6 feet (7.3 fps)
14'-11" x 10'-2" CMP Pipe-Arch	100 cfs	50.6 feet	41.6 feet (7.3 fps)

GMF:ge
Attachments

cc Frank Terpin w/attachments
Walt Hart "
Jack Davis "
✓ Don Adams "
C. O. Fredrickson"


896
Existing Bridge
Existing Pyramid Footings 16 Places
℄ 14'x 7'-3" Structural Plate Arch
+50
Flow
5°±
Minimum Waterwa
Area 120ft²
Wall Footings to Be Formed Around Existing Pyramid Footings As Required
EP Detour
Thornton Creek Bridge Site
Corvallis-Newport Hwy. M.P.16.96
Lincoln County
895
Existing ℄
℄ Detour
50
40
30
20
14'x 7'-3" Structural Plate Arch
Top Of Footing
Flow
Channel Bottom
Scale 1"=20'
9+00
+20
+40
+60
+80
10+00
+20
+40
+60
+80

HYDRAULIC DATA

		DESIGN FLOOD		MAXIMUM FLOOD YEAR (1965)
		Yaquina River (100-yr Flood) Thornton Creek (10-yr Flood)	Yaquina River (3-yr Flood) Thornton Creek (50-yr Flood)	Yaquina River
Discharge	cfs	620	860	
	m^3/s			
Frequency — yrs.		10	50	100+
H.W. Elevation Natural Channel	ft.			50.0
	m.			
H.W. Elevation Channel Change	ft.			
	m.			
Average Velocity	fps	4.4	7.3	
	mps			
Headwater Elevation	ft.	50.6	41.6	
	m.			
Tailwater Elevation	ft.	50.0	39.7	
	m.			

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

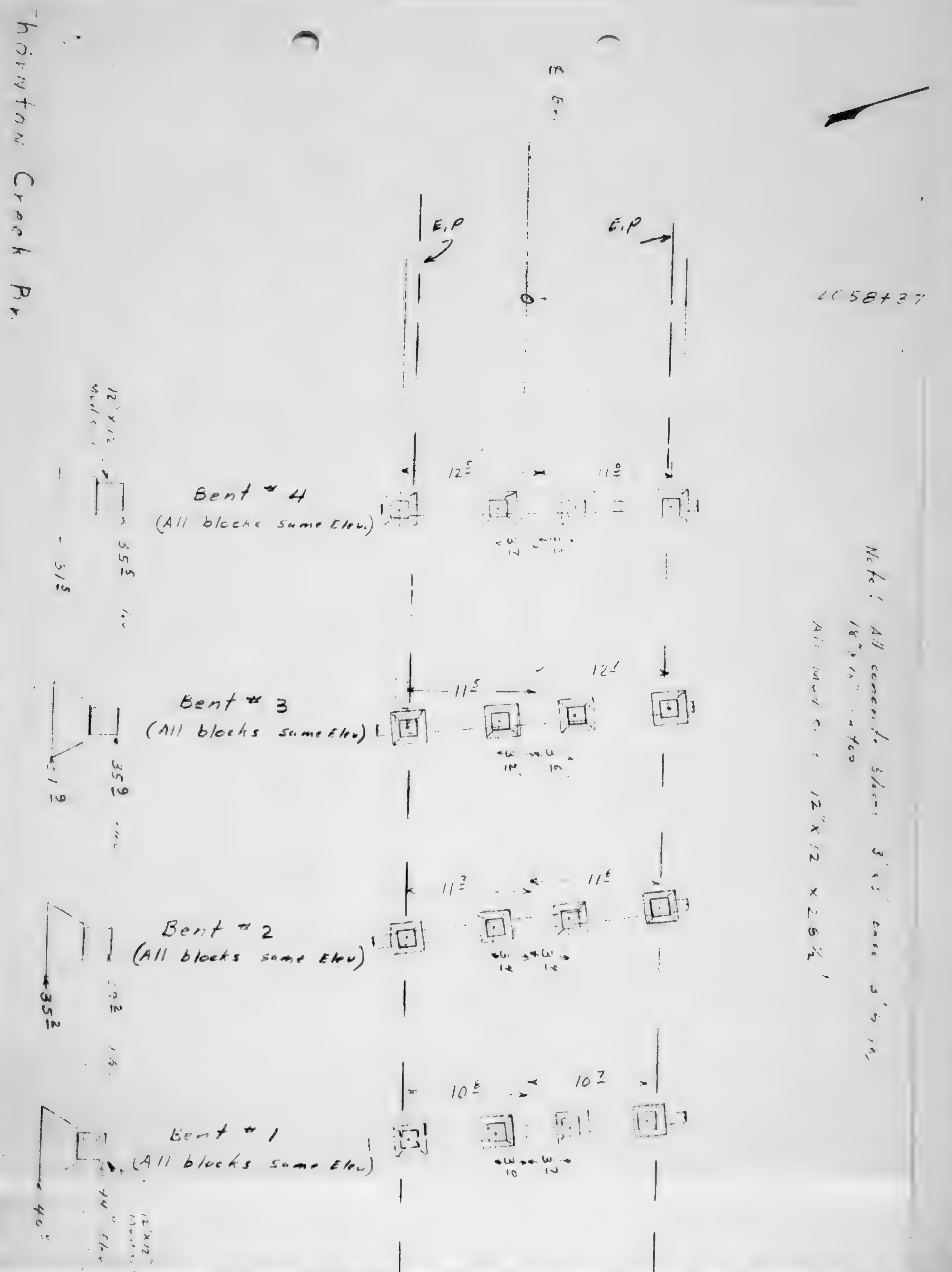
OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

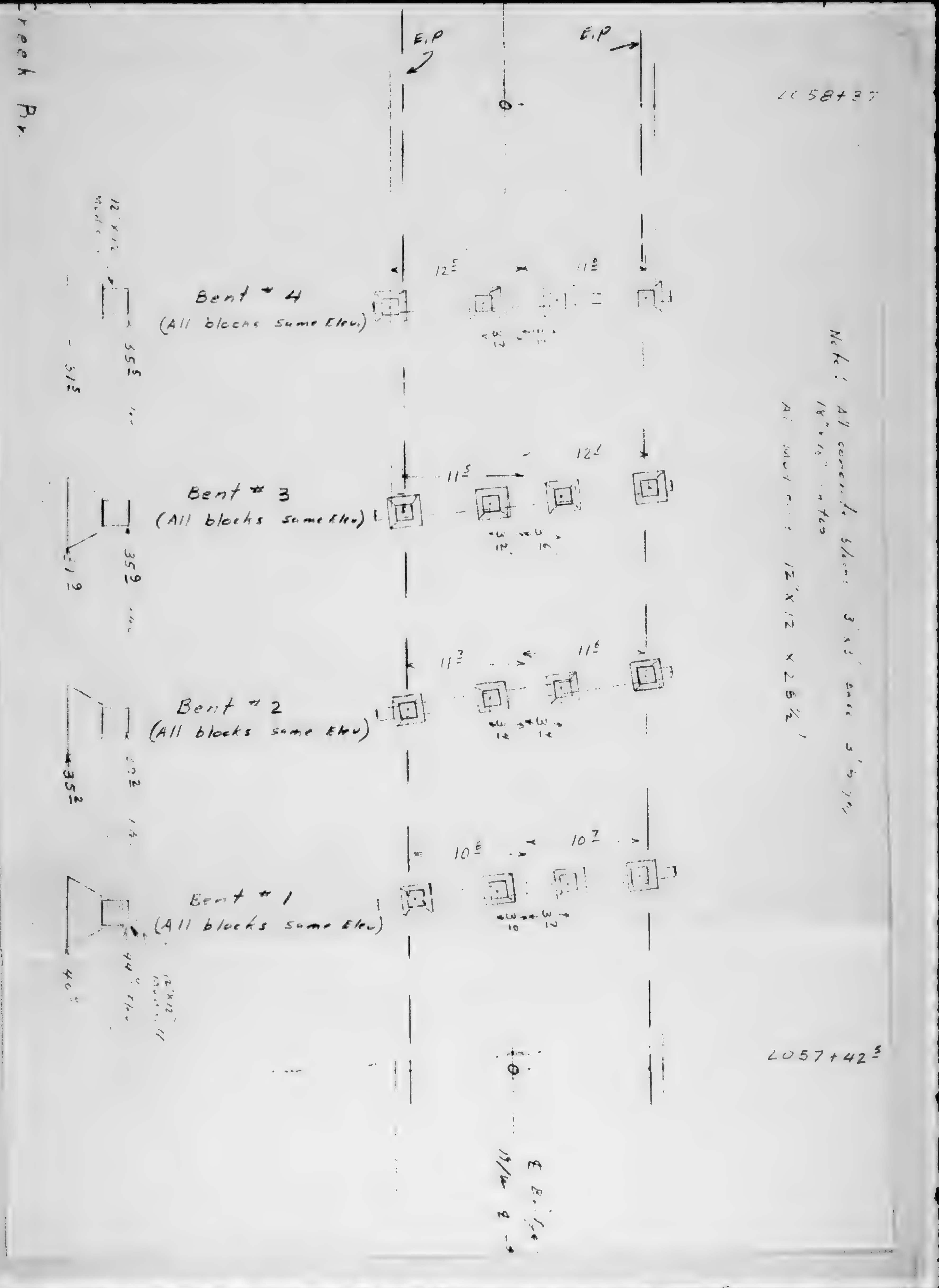
THORNTON CREEK BRIDGE #0858

CORVALLIS - NEWPORT HIGHWAY ,M.P. 16.96

LINCOLN COUNTY

COMPILED BY: GENE M. FINLEY	DATE: AUGUST 11,1982


Thornton Creek Br.
LC 58+37
E.P
E.P
Bent # 4
(All blocks same Elev.)
12⁵
11⁹
35⁵
31⁵
Bent # 3
(All blocks same Elev.)
11⁵
12¹
35⁹
19
Bent # 2
(All blocks same Elev.)
11³
11⁶
35²
Bent # 1
(All blocks same Elev.)
10⁶
10⁷
40⁵
12"x12"
Note: All concrete blocks 3' x 3' base
18" x 18" at top
All mud sills: 12" x 12 x 28 1/2'


reek Br.
E.P
E.P
2058+37
Note! All concrete blocks: 3'x3' base 3' high
18"x18" on top
All Mudsills 12"x12 x 25½'
2057+42⁵
Bent # 4
(All blocks same Elev)
12⁵
11⁹
3⁷
12"x12" Mudsill
35⁵ Elev
31⁵
Bent # 3
(All blocks same Elev)
11⁵
12¹
3²
3⁶
35⁹ Elev
31⁹
Bent # 2
(All blocks same Elev)
11³
11⁶
3⁴
3⁴
30² Elev
35²
Bent # 1
(All blocks same Elev)
10⁸
10⁷
3⁰
3²
44⁰ Elev
12"x12" Mudsill
40⁰
℄ Bridge
19/w ℄

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 16, 1982

J. H. Versteeg
Road Design Engineer

File 52897
Thornton Creek Slide Section
Corvallis-Newport Highway
Lincoln County

✓ Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1983.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 16, 1982

J. H. Versteeg
Road Design Engineer

Files 52898 & 52899
Thornton Creek Bridge Section
Corvallis-Newport Highway
Lincoln County

✓ Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
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Wakerlig

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JUL 19 1982
ROAD DESIGN
SECTION

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Action

Attached are descriptions (2 files) and an authorization covering right of way required for the subject project, scheduled for fiscal third quarter of 1983. Prints covering these files transmitted to your office this date with authorization and letter for file 52897.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9601

N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: June 24, 1982

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Thornton Creek Bridge #0858
Corvallis-Newport Highway, MP 16.96
Lincoln County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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The proposed project will replace an existing 95-foot long, five-span timber bridge on the same alignment.

HYDROLOGY

Thornton Creek is a north-south tributary of the Yaquina River and drains approximately 4.2 square miles above the bridge site. Stream gage data is available from gage number 14-30688 and is located 30± miles southwest of the bridge site with a drainage area of 1.65 square miles. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of this gage data using a Log-Pearson Type III distribution and then adjusted to reflect the drainage area at the bridge site.

Recurrence Interval	Peak Discharge
100-year	970 cfs
50-year	860 cfs
25-year	760 cfs
10-year	620 cfs
5-year	520 cfs

The proposed bridge site is located approximately 100 feet upstream from confluence with the Yaquina River. Backwater from this river created a highwater elevation of 50.0 feet (MSL) at the bridge site during the January 1965 flood - estimated to have been the 100±-year flood. Highwater at the bridge site is controlled primarily by the stage on the Yaquina River. The following highwater elevation vs. recurrence interval relationship was estimated from the rating curve for gage number 14-30603 located on the Yaquina River 200 feet downstream from Thornton Creek.

Recurrence Interval	H.W. Elevation (MSL)
100+-year (1965 flood)	50.0 feet
25-year	44.2 feet
10-year	42.2 feet
5-year	41.0 feet

The existing structure is located within a sag area of the highway with a minimum elevation of 49.8 feet (MSL). Most of the roadway between Stations 894+50 and 896+60 (MP 16.94-MP 16.98) was overtopped during the December 1964 flood. Although the roadway was partially inundated within this sag area, flow across the highway was insignificant.

HYDRAULIC DESIGN

The 100+-year flood highwater elevation of 50.0 feet (MLS) on the Yaquina River was chosen as the design tailwater elevation and the 10-year flood of 620 cfs on Thornton Creek was chosen as the design flood to estimate the necessary waterway area. The three-year flood highwater elevation of 39.7 feet (MSL) on the Yaquina River and a 50-year flood of 860 cfs on Thornton Creek were used to estimate the average velocity through the structure.

Three types of replacement structures were investigated: a double 12'-10"x 8'-4" CMP pipe-arch, a single 15'-4"x10'-4" CMP pipe-arch, and a 12.5' diameter CMP pipe. These structures were assumed to be 124± feet long with 1½:1 mitered ends, and placed on a 1.9±% slope.

Nelson E. Stewart, Oregon Department of Fish and Wildlife, indicated that chinook salmon, steelhead, coho salmon and sea-run cutthroat would require passage through the proposed structure from October 1 through the end of March. Because the proposed structures would be on an excessive slope (1.9±%) for fish passage, it is suggested that one-foot high fish baffles be provided as shown on the attached sketches. Only one of the double 12'-10"x8'-4" pipe-arches would require baffles. The flow line of the baffled structure should be 0.8 feet lower than the flow line of the proposed 36" detour structure and/or the unbaffled pipe-arch.

If possible the flow line at the outlet of the pipe should be submerged one foot below the pool level.

A 12+-foot wide x 10+-foot long x 2+-foot deep entrance pool to the baffled structure outlet would also be required.

The following tabulation compares the existing and proposed structures.

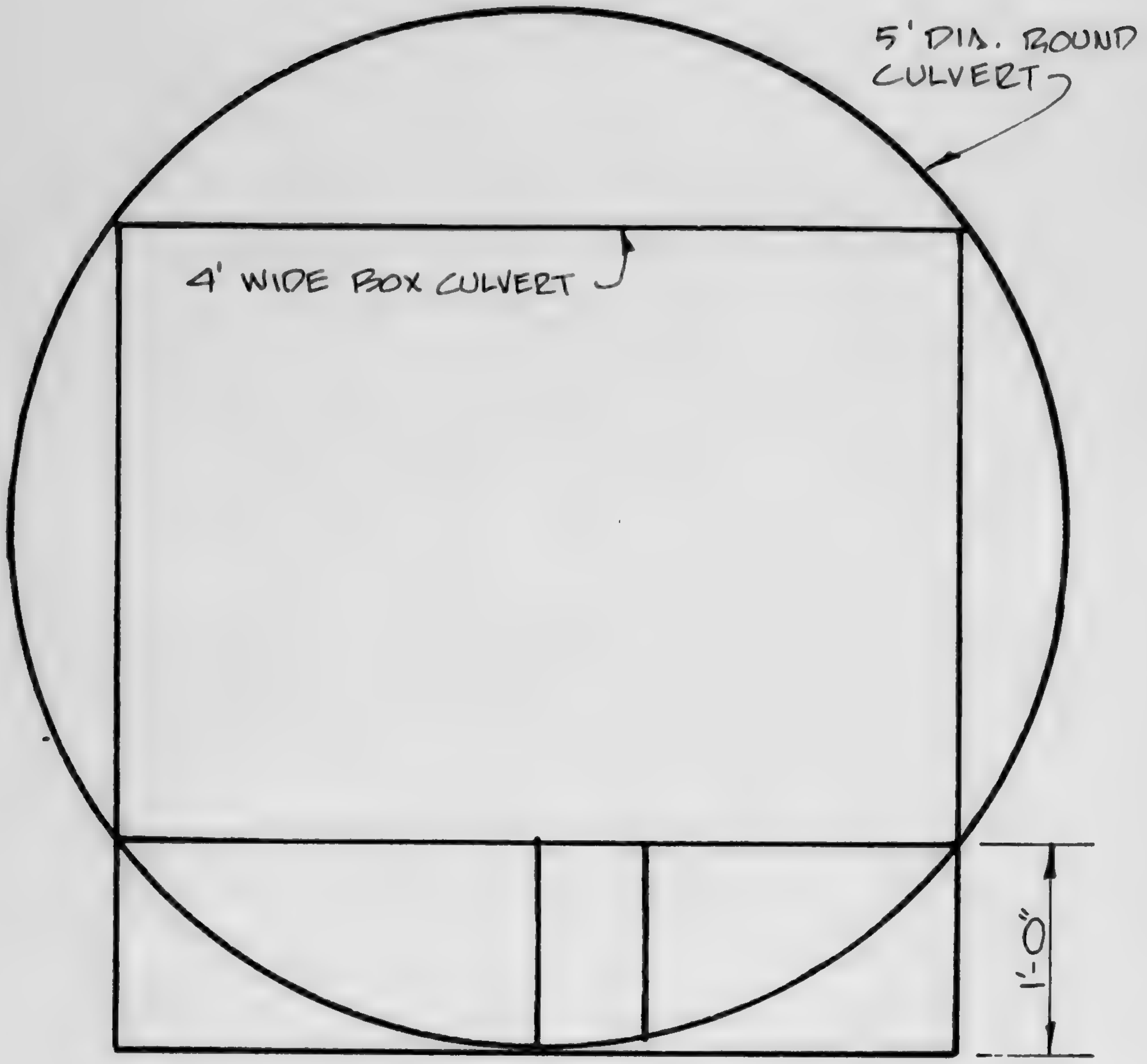
	Roadway Overflow Yaquina River (100-year flood) Thornton Creek (10-year flood)	H.W. Elevation (MSL) Yaquina River (100-year flood) Thornton Creek (10-year flood)	H.W. Elevation (MSL) Yaquina River (3-year flood) Thornton Creek (50-year flood)
Existing 95-foot Bridge	No flow, but flooded	50.0 feet	39.7 feet
Double 12'-10"x8'-4" CMP Pipe-Arch	60 cfs	50.6 feet	40.8 feet (5.3 fps)
15'-4"x10'-4" CMP Pipe-Arch	100 cfs	50.6 feet	41.6 feet (7.3 fps)
12.5' Diameter CMP Pipe	120 cfs	50.7 feet	41.7 feet (7.6 fps)

RIPRAP

It is suggested that the fresh fill slopes be protected with an 18-inch blanket of class 100 loose riprap placed with a toe trench. A filter blanket will not be required.

GMF:ge
Attachments

cc Frank Terpin w/attachments
Walt Hart "
Jack Davis "
Don Adams "
C. O. Fredrickson "
Nelson Stewart "


5' DIA. ROUND CULVERT
4' WIDE BOX CULVERT
1'-0"

○ MIN. 5' DIA. - USE 4" BAFFLE THICKNESS

□ MIN. 4' WIDE - USE 4" BAFFLE THICKNESS

USE MIN. 6" BAFFLE THICKNESS IN ALL CULVERT BAFFLES WHOSE CLEAR WIDTH IS GREATER THAN 4'

DESIGN TAKEN FROM
WASH. DEPT. OF FISHERIES

Figure 2. (continued)

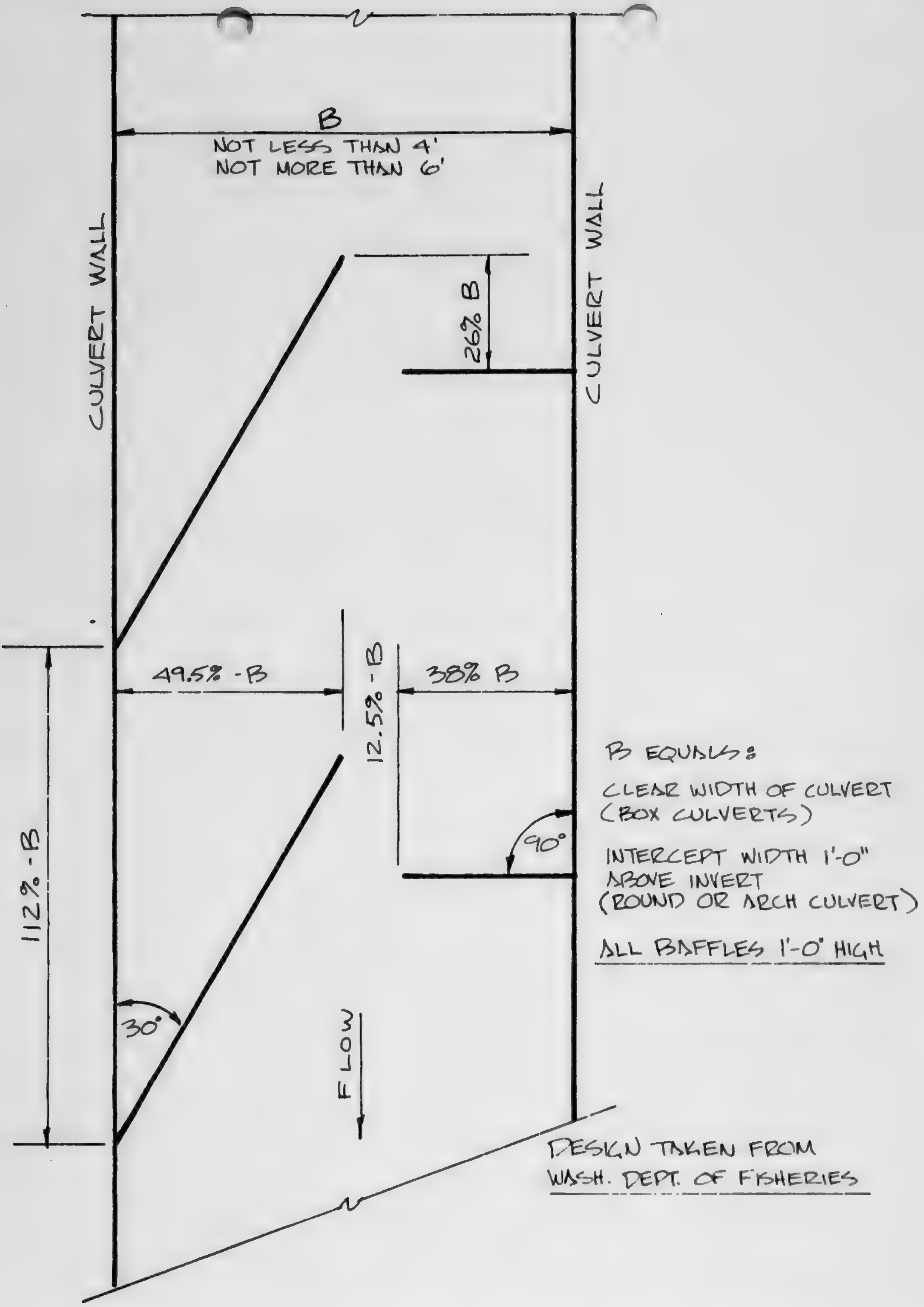

B
NOT LESS THAN 4'
NOT MORE THAN 6'
CULVERT WALL
CULVERT WALL
26% B
49.5% -B
12.5% -B
38% B
112% -B
90°
30°
FLOW
B EQUALS:
CLEAR WIDTH OF CULVERT
(BOX CULVERTS)
INTERCEPT WIDTH 1'-0"
ABOVE INVERT
(ROUND OR ARCH CULVERT)
ALL BAFFLES 1'-0" HIGH
DESIGN TAKEN FROM
WASH. DEPT. OF FISHERIES

Figure 2. Approved baffled culvert design. (Source: Gebhards, Stacy and Jack Fisher, Fish Passage and Culvert Installations)

HYDRAULIC DATA

	DESIGN FLOOD		MAXIMUM FLOOD YEAR (1965)
	Yaquina River (100-yr Flood) Thornton Creek (10-yr Flood)	Yaquina River (3-yr Flood) Thornton Creek) (50-yr Flood)	Yaquina River
Discharge cfs	620	860	
Discharge m^3/s			
Frequency — yrs.	10	50	100+
H.W. Elevation Natural Channel ft.			50.0
H.W. Elevation Natural Channel m			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity fps	3.5	5.3	
Average Velocity mps			
Headwater Elevation ft.	50.6	40.8	
Headwater Elevation m.			
Tailwater Elevation ft.	50.0	39.7	
Tailwater Elevation m.			

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 12'-10" X 8'-4" CMP Pipe - Arch

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

THORNTON CREEK BRIDGE #0858
CORVALLIS - NEWPORT HIGHWAY, M.P. 16.96
LINCOLN COUNTY

COMPILED BY: GENE M. FINLEY

DATE: JUNE 22,1982

96C1

33 N

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Thornton Creek Slide

HIGHWAY NAME: Corvallis-Newport

HIGHWAY NUMBER: 33

REGION: 2

ADMINISTRATIVE DISTRICT: 4

COUNTY: Lincoln

CITY: None

LENGTH: 0.2 mi.

MILEPOST NUMBER: 16.67 TO 16.87

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This is a slide which occurred 1-1-82. The slide goes beyond the existing R/W line. Excavation of a bench section is necessary to eliminate further rockfall and mudslide problems. Additional R/W is required. This project should be expedited to reduce continuing maintenance.

✓

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JUN 7 1982
ROAD DESIGN SECTION

Anderson
Adams
Sullivan
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Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (1980) 2,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO*

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

* 32' width if required for reconstruction of the roadbed.

APPROVED

Location Engineer

Date 6/3/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (11')	2 - (12') if required.
SHOULDERS	none	2 - (4')
MEDIANS	none	None
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	bikes will use shoulders
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream ____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	2
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	7-82 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "C" A.C.		2" *
*if required.		

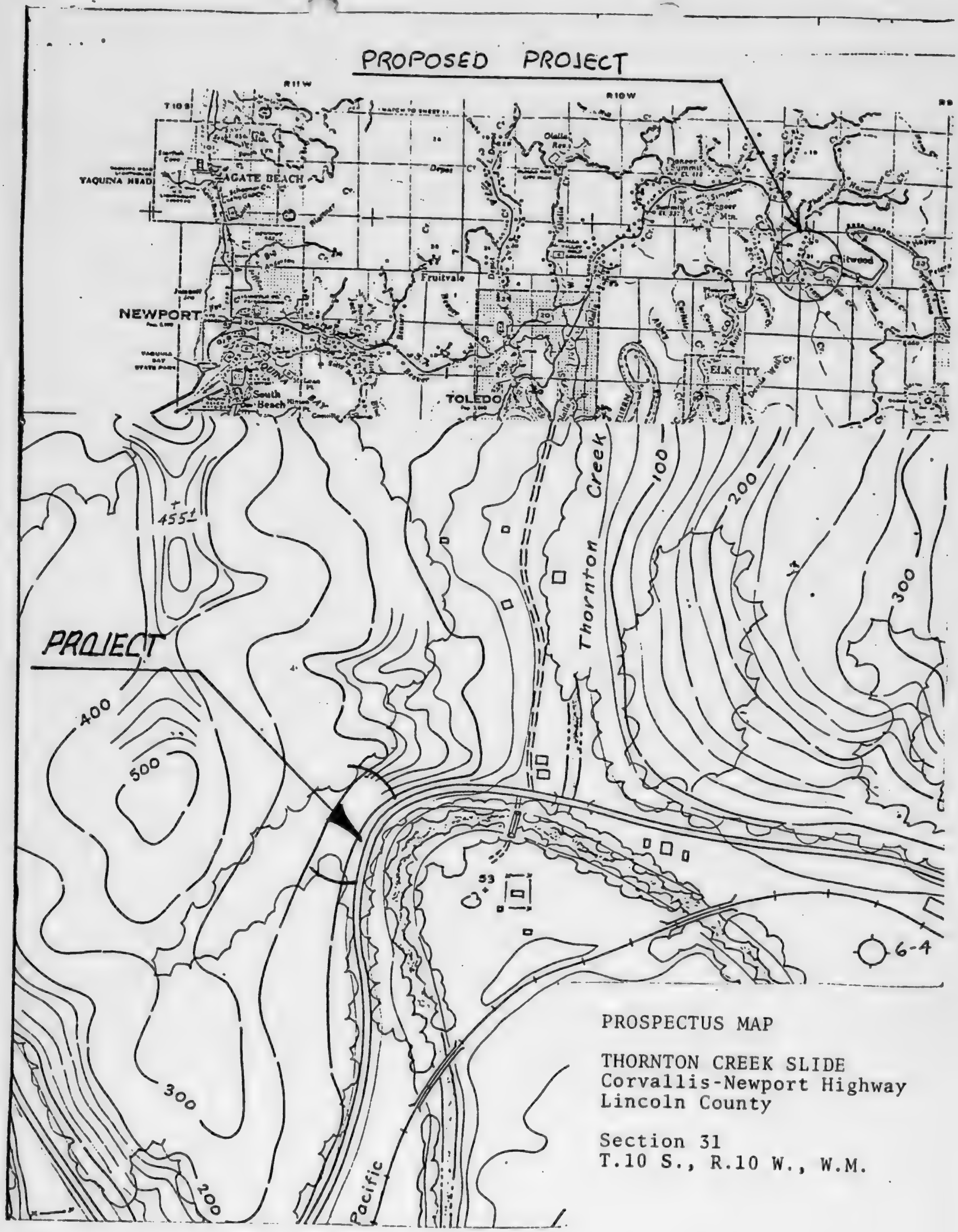
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	11,200	18.000
RIGHT OF WAY	5,000	5.000
TRAFFIC CONTROL	12,400	30 000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	173,600	173.600
OTHER		
ENGINEERING & CONTINGENCIES	84,000	84.000
PROJECT TOTAL	286,200	310.600

SUBMITTED BY Don Thurston


PROPOSED PROJECT
R11W
R10W
YAQUINA HEAD
AGATE BEACH
Fruitvale
NEWPORT
TOLEDO
South Beach
ELK CITY
Eltwood
Thornton Creek
100
200
300
455±
PROJECT
400
500
53
6-4
300
200
Pacific

PROSPECTUS MAP

THORNTON CREEK SLIDE
Corvallis-Newport Highway
Lincoln County

Section 31
T.10 S., R.10 W., W.M.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ACC

April 8, 1982

TO: H.S. Coulter, P.E.
State Highway Engineer

FROM: R.N. Bothman, Assistant State Highway
Engineer for Administration

SUBJECT: Thornton Creek Slide
Corvallis-Newport Highway
Lincoln County

Enclosed, for your consideration, is a Project Request for a slide correction project near Thornton Creek on the Corvallis-Newport Highway. A New Years Day slide broke back behind our right-of-way line and has been a continuing maintenance problem since then.

This would be an ideal project to combine with the Thornton Creek Bridge which is presently scheduled for August 26, 1982. The slide project will have waste material and the bridge project needs borrow. They are adjacent to each other, both require some right-of-way. Combining the two would considerably reduce the Temporary Protection & Direction of Traffic and Mobilization.

Region requested state funds for the project, but I feel Federal-Aid Primary funds should be used.

We concur in this request and, if you approve, we have drafted a letter to the Commission for your use.

KO:bkc
Enc.

NOTED
H.S. COULTER

Form 734-3122

April 8, 1982 ACC

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Slide Correction Project,
Corvallis-Newport Highway

On the consent calendar for the April 20 meeting will be a request to add yet another slide correction project to our construction program.

The proposed project is on the Corvallis-Newport Highway in Lincoln County near Thornton Creek. A New Years Day slide broke back behind our right-of-way line and has been a continuing maintenance problem since then.

Financing of the estimated $295,000 project would be by Federal-Aid Primary fund including $35,000 State match. I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred Miller
George Bell
R.N. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
D.H. Moehring
C.T. Keasey
C.O. Fredrickson
J.H. Versteeg
V.E. Skoog

33

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Thornton Creek Bridge

HIGHWAY NAME: Corvallis-Newport

HIGHWAY NUMBER: 33

REGION: 2

ADMINISTRATIVE DISTRICT: 4

COUNTY: Lincoln

CITY:

LENGTH: v 600 ft.

MILEPOST NUMBER: 16.96 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of the existing bridge which is in extremely poor condition. The survey work for the replacement will consider the hydraulics of the area, with the possibility of using a box culvert in lieu of a bridge. The width of travel way will be 32' on the new facility. This is based on the premise there are no immediate plans for work in the area and even if there were, the new alignment would likely be placed elsewhere.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 07 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Drafting
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2400 (1979)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: * AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

*32' width - see text above.

APPROVED
Frank E. Terpin
Location Engineer
Date 11/24/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (11)	2 - (12)
SHOULDERS	none	2 - (4)
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	4' shldrs. adequa te for bicycles
INTERCHANGES	none	—
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Thornton Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way Detour Stage Const	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☐	☒
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY Detour	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

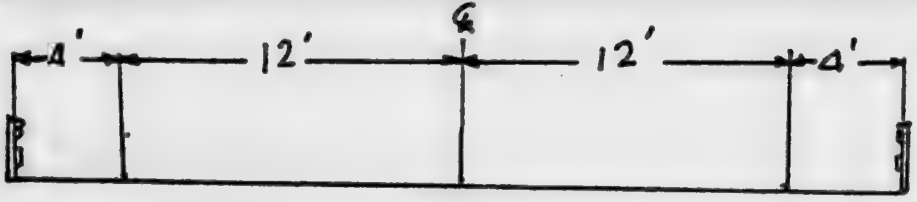
	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	(4)	
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE	1982	

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
If roadway work done due to installation of box culvert or shortening bridge.		
A/C paving	4"	
Base - C.T.B.	12"	

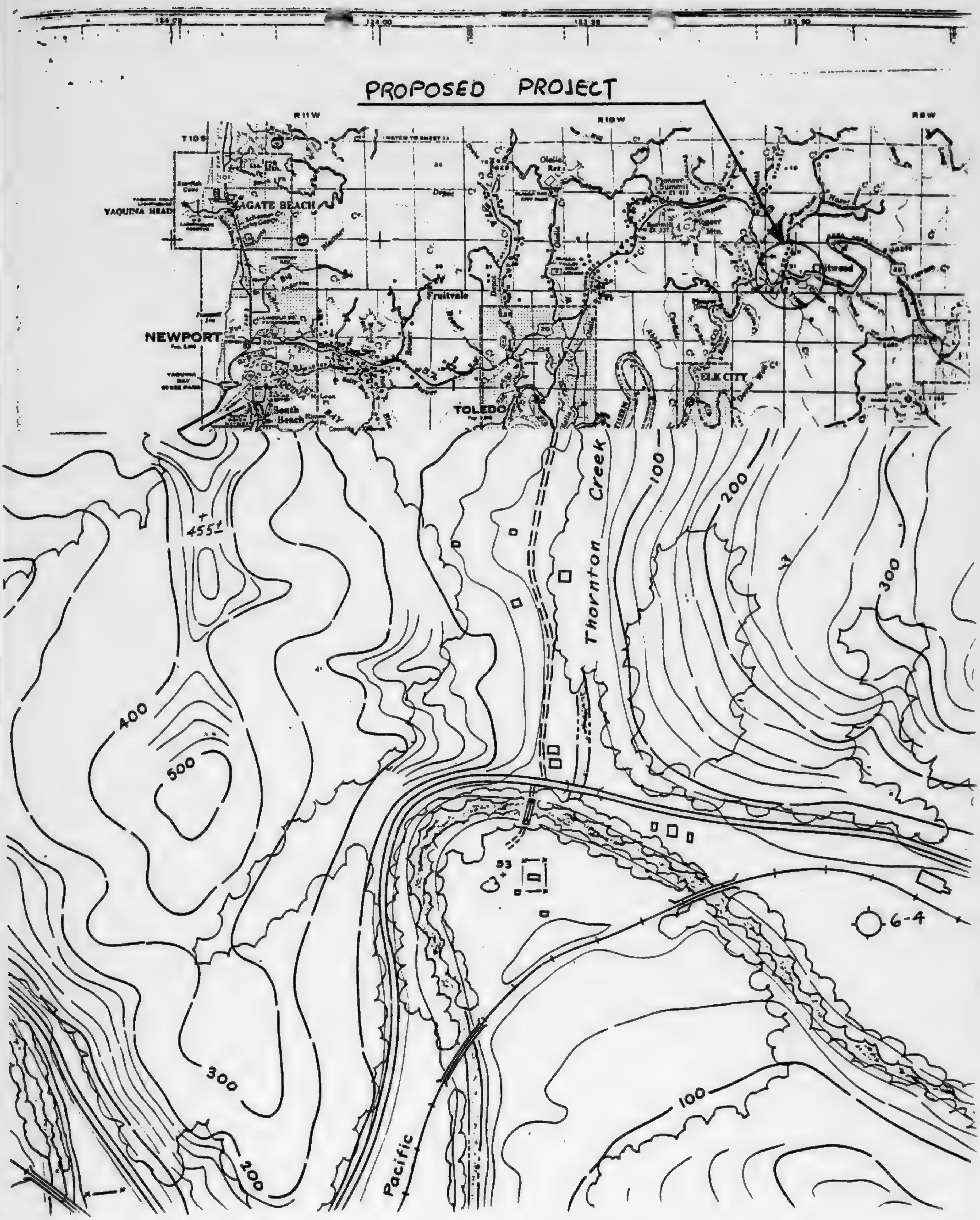
7 - TYPICAL SECTION AND LOCATION



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	8,100	24 600
RIGHT OF WAY	2,000	2.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES 32'×95'	140,000	150 000
RAILROAD		
ROADWAY Detour	50,000	50 000
OTHER Remove Extg. Structure		9 500
ENGINEERING & CONTINGENCIES (const.) 40%	76,000	83.500
PROJECT TOTAL	276,100	319.600

SUBMITTED BY ______________________


PROPOSED PROJECT
R11W
R10W
R9W
T10S
YAQUINA HEAD
AGATE BEACH
NEWPORT
Fruitvale
TOLEDO
ELK CITY
South Beach
Pioneer Summit
Thornton Creek
100
200
300
400
500
100
200
300
+ 455±
53
6-4
Pacific

1983 Sunset Hwy. - Leahy Rd. 9602
Sec. W. of Ptld. (Grading, Paving,
Signing & signals.

CdH 6145 - 6-22-82
5-5-82

Sunset Hwy. - Mult. Co. Line
Sec. - Sli: CON 21-8
Wash. Co.
Sp.

#9[illegible]

J

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 89-144 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3 23 89	Form Approved; O M B No. 04-R2089 State Oregon County Washington Project Number IX-9326(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 1, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 300,000.00	$ 297,376.49
Federal funds	$ 255,000.00	$ 252,770.0~~0~~2
Other revisions		

This modification is made for the following reasons: to deobligate appn. code 772 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of MAR, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 23, 1989

FEDERAL AID PROJECT NO. IX-9326(9)

Sunset Highway-Leahy Road Section
County Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Subtotal from previous estimate of June 28, 1982	$ 260,000.00
Decrease in Right-of-Way Costs	2,623.51
Subtotal	$ 257,376.49
Aquisition Expense	40,000.00
Total	$ 297,376.49

Length of Project ------------- 0.93 mile

SUMMARY OF FUNDS(85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
R/W	$297,376.49	$252,770.02	$22,303.24	$22,303.23
Total	$297,376.49	$252,770.02	$22,303.24	$22,303.23

Subjob 011 = 100%
Appn Code: 772
Prefix: C626-2599

DCN:pk

STATE COPY 2.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-19	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Washington Project No. IX-9326(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., S.W. Barnes Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	3-1-82	0.93
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 300,000.00	$ 255,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 29 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 28, 1982

Federal-Aid Project
No. IX-9326(9)

Sunset Highway - Leahy Road Section
County Road in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$260,000.00
	SUBTOTAL	$260,000.00
	Acquisition Expense	40,000.00
	TOTAL	$300,000.00

Length of Project ---------- 0.93 mi.

Federal Funds --------------	$255,000.00
County Funds ---------------	45,000.00
TOTAL	$300,000.00

Group 1	100%
Prefix:	234-2537

9682

STATE COPY ✓

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION OREGON
DATE OF REPORT 2/3/86	REPORT MADE BY 2-3-86 T. P. Lowe, Area Engineer		PROJECT NO. IX-9326 (12)
COMPLETION DATE (Actual) 3/24/84	ACCEPTANCE DATE BY CONRTACT AGENCY 10/8/85	TIME ELAPSED 123%	CONTRACT TIME 225 days

LOCATION

Sunset Highway - Leahy Road - SW Barnes Road

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUNSET HIGHWAY - LEAHY ROAD
SW BARNES ROAD
Grading, Paving, Signing & Signals

This project provided for changing SW Barnes Road from a two to a four-lane section with curbs and sidewalks. Also, new drainage was installed and signals erected at two intersections.

The contractor used 277 days to complete the work. A time extension of 52 days was granted due to extra work. No liquidated damages were charged.

The final cost of $1,095,000 overran the authorization by 8%.

RECEIVED
STATE HWY ENGR
MAR 28 '86
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
Cy 3/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by ~~D. B. Carter~~ TP Lowe Area Engr		SIGNATURE Original Signed By ROBERT B. HATHAWAY Asst. Division Administrator	
TITLE Area Engineer	DATE MAR 24 1986	TITLE Field Operations Engineer	DATE MAR 26 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 15, 1983
8. FEDERAL ROUTE NUMBER FAU 9326
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sunset Highway - Leahy Rd.

11. GENERAL DESCRIPTION OF WORK
Cost Overrun

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the revised advance authorization date of 4-15-83 as requested in Mr. Potter's letter of 1-14-86 for the cost overrun by PGE incurred due to the wall having to be constructed to a higher elevation than originally anticipated.

State Force Order No. 4 is approved for a TEC of $34,543.81; Federal Funds $29,363.00.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	J/R	Sign	Act	File

orig to
1/24

14. DATE 1/22/86
15. SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1986

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

FROM: for Gary A. Potter, Manager
Program Section

RECEIVED
STATE HWY ENGR
JAN 15 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SECTION: Cost Overrun
Power Substation Facility Adjustment
and Retaining Wall Construction
Portland General Electric Company
Sunset Hwy. - Leahy Rd. Section
S.W. Barnes Road (FAU 9326)
Washington County
Project No. IX-9326(12)

Reference is made to Federal Highway Administration's Letter of Approval and/or Authorization, dated May 24, 1983 which approved participation in the estimated cost of $30,000 for the adjustment of Portland General Electric Company's (PGE) power substation facilities and construction of retaining wall. Copies of your PR-1240 are attached.

Due to a misunderstanding in communications between PGE and the Project Manager an authorization date of May 6, 1983 was requested and approved. Actual engineering and design costs were incurred prior to that date that cannot be covered under the P.E. phase for the project. PGE started their work on April 15, 1983..

The adjustment and construction of PGE's facilities is completed and a final cost, in the amount of $34,543.81 determined. The final cost of $34,543.81 exceeds the estimated cost of $30,000.00 by $4,543.81 or 15.15%. The cost overrun is due to the wall having to be constructed to a higher elevation than originally anticipated.

Form 734-3122

The relocation costs have been audited by our Accounting Section and the final cost found to be $34,543.81. PGE has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of an amended authorization date of April 15, 1983 and federal participation in the final relocation cost of $34,543.81 is requested.

JMC:jr
attachments

cc: E. S. Hunter
J. M. Cartwright
Dick Fleming
Rich Evans
Ken Allmer

96[illegible]

October 17, 1985

United States Fidelity &
Guaranty Co.
100 West Harrison Plaza
North Tower, Suite 300
P.O. Box C19104
Seattle, WA 98109

CON 5
#9602

Contract No. 9602 awarded to Ken Leahy Construction, Inc. for work on the Sunset Highway-Leahy Road Section of FAU 9326 in Washington County was completed on July 26, 1985 and accepted by the State Highway Division on October 8, 1985.

Final payment in the amount of $9,683.55 will be released to the contractor after October 22, 1985. The total contract amount is $822,043.13 including $25,891.49 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Ken Leahy Construction Inc.
P.O. Box 489
Cornelius, OR 97113

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

FKN:arc

NOTED ON CARD
10-17-85ac

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-213 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 Oregon State Washington IX-9326(12)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **March 23**, 19 **83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,052,000	$ 1,090,038
Federal funds	$ 894,199	$ 894,199 (580) 32,332 (178) 926,531
Other revisions		

This modification is made for the following reasons: **to include increase in construction costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. [illegible]

for **Manager, Program Section**
(Title)

By
XXX **For: H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Lale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 19, 1985

FEDERAL AID PROJECT NO. IX-9326(12)

SUNSET HWY.-LEAHY ROAD SECTION
FAU 9326 (S.W. BARNES ROAD)
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 21+00 TO STA. 65+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
P.A. #3 Cl. "C" A.C. Mix & Decr.	$ 15.00	---	$ 0.00	2,470	$38,038.00
			$ 0.00		$38,038.00

Increase	$ 38,038.00
Subtotal of previous estimate of November 8, 1984	817,836.06
Subtotal	$ 855,874.06
Engineering	121,587.94
Total	$ 977,462.00

TYPE CODE Y033
SIGNALS (3 LOCATIONS)

Total from estimate of November 8, 1984	$ 112,576.00
Length of Roadway	0.837 mi.
Cost of Roadway Per Mile	$1,167,816.01

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	580	$ 939,424.00	$ 798,510.00	$ 67,875.00*	$ 73,039.00
Roadway	178	38,038.00	32,332.00	---	5,706.00
Signals	580	112,576.00	95,689.00	---	16,887.00
Total		$1,090,038.00	$ 926,531.00	$ 67,875.00*	$ 95,632.00

*Maximum

Group 1 97%; Group 8 3%
Contract No. 9602
Prefix: 334-1964 (P.E.)
Prefix: 334-1085
DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-198	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 2		Project Number IX-9326(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 23, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,026,257	$ 1,052,000
Federal funds	$ 872,317	$ 894,199
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne

for Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1984

FEDERAL AID PROJECT NO. IX-9326(12)

Sunset Highway - Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 21+00 to Sta. 65+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 4.42	12,020	$ 53,128.40	15,390.75	$ 68,027.12
Rock Excavation (P.A. #4)	7,155.40	--	--	100%	7,155.40
SUBTOTALS			$ 53,128.40		$ 75,182.52

Increase	$ 22,054.12
Subtotal from Estimate of March 27, 1984	795,781.94
Subtotal	$ 817,836.06
Engineering	121,587.94
Total	$ 939,424.00

Type Code Y033
Signals (3 locations)

Subtotal from Estimate of March 16, 1983	$ 97,893.00
Engineering	14,683.00
	$ 112,576.00

Length of Roadway -------------- 0.837 mi.
Cost of Roadway Per Mile ------- $1,122,370.37

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 939,424.00	$ 798,510.00	$ 67,875.00*	$ 73,039.00
Signals	112,576.00	95,689.00	--	16,887.00
TOTAL	$1,052,000.00	$ 894,199.00	$ 67,875.00*	$ 89,926.00

Group 1: 97%; Group 8: 3%
Contract No. 9602
Prefix: 334-1964
Prefix: 334-1085

*Maximum

WH:me

9602

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-112		County Washington
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-9326(12)
MODIFICATION NUMBER 1	4-12-84	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 23, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 995,323.00	$ 1,026,257.00
Federal funds	$ 846,023.00	$ 872,317.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

Oregon State Highway Division
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

~~By~~ For H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. IX-9326(12)

Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Rd.)
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
P dway (Sta. 21+00 to Sta. 65+20

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type V Signs (PA #1)	17.50	0	0	30	525.00
Extruded Conc. Curb (PA #2)	3.00	0	0	300	900.00
Temp. Striping & Removal (EWO #1)	0	0	All Required		2,064.08
Sub Exc. & Backfill (EWO #2)	0	0	All Required		4,862.02
Concrete Roof Drains (EWO #3)	0	0	All Required		3,000.00
Install 2" Conduit & Jct. Box (EWO #4)	0	0	All Required		4,000.00
PGE Substation Relocation (SFO #4)	0	0	All Required		30,000.00
Relocate Underground Elec. South Vault (SFO #7)		0	All Required		2,186.24
Relocate Underground Illum. Wire & Conduit (SFO #6)		0	All Required		1,200.00
			Subtotal		$48,737.34

Increase	$ 48,737.34
Subtotal of Prev. Estimate	747,044.60
Subtotal	$795,781.94
Engineering	119,367.06
Total	$915,149.00

SUMMARY OF FUNDS (85.0%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 915,149.00	$777,876.00	$67,875.00*	$69,398.00
Signals	111,108.00	94,441.00	---	16,667.00
Total	$1,026,257.00	$872,317.00	$67,875.00*	$86,065.00

Group 1 - ~~100%~~ 97% ; Group 8 : 3%
Contract No. 9602
Prefix: 334-1964
P fix: 334-1085

*Maximum
RHZ:mld

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

3-200

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Washington

Project No.: IX-9326 (12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Sunset Hwy. Intchge., E. 0.84 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-83	0.837

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 995,323	$ 846,023

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Program Control Engineer
(Title)

XXX For: H. S. Coulter
State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator: 3/23/83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 16, 1983

Federal-Aid Project
No. IX-9326(12)

Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 21 + 00 to Sta. 65 + 20)

Mobilization			All Required	$ 13,200.00
Temporary Protection and Direction of Traffic			All Required	8,340.00
Temporary Signs	263	Sq. Ft.	6.50	1,709.50
Temporary Barricades	12	Each	72.00	864.00
Flagmen	1,400	Hour	9.00	12,600.00
Clearing and Grubbing			All Required	7,060.00
Removal of Structures and Obstructions			All Required	850.00
General Excavation	12,020	Cu. Yd.	4.42	53,128.40
Trench Excavation	3,042	Cu. Yd.	6.00	18,252.00
Finishing Roadbed and Slopes			All Required	3,900.00
Aggregate Shoulders	600	Ton	9.05	5,430.00
Treated Base Mixture	11,000	Ton	10.80	118,800.00
Cement in Treated Base Mixture	605	Ton	65.00	39,325.00
Class "B" Asphalt Concrete Mixture	7,800	Ton	15.40	120,120.00
Asphalt Cement in Mixture	470	Ton	165.00	77,550.00
Concrete in Walls	16	Cu. Yd.	191.50	3,064.00
Reinforcement in Walls	420	Lb.	0.50	210.00
12-inch Culvert Pipe	10	Lin. Ft.	16.10	161.00
12-inch Sewer Pipe	595	Lin. ft.	9.80	5,831.00
15-inch Sewer Pipe	1,385	Lin. Ft.	12.49	17,298.65
18-inch Sewer Pipe	1,435	Lin. Ft.	15.60	22,386.00
21-inch Sewer Pipe	1,895	Lin. Ft.	17.24	32,669.80
24-inch Sewer Pipe	300	Lin. Ft.	20.24	6,072.00
Extra for Pipe Under Pavement	1,565	Lin. ft.	5.85	9,155.25
Orifice Control Structures	1	Each	390.00	390.00
Concrete Manholes	6	Each	959.00	5,754.00
Concrete Inlets, Type CG-1	6	Each	320.00	1,920.00
Concrete Inlets, Type CG-2	15	Each	355.00	5,325.00
Concrete Inlets, Type G-2	9	Each	330.00	2,970.00

Concrete Curb Inlets	16 Each	410.00	6,560.00
CL-4 Chain Link Fence	420 Lin. Ft.	3.75	1,575.00
Concrete Walks	4,100 Sq. Yd.	10.46	42,886.00
Concrete Driveways	350 Sq. Yd.	16.50	5,775.00
Concrete Curbs, Type A	8,000 Lin. Ft.	6.85	54,800.00
Concrete Curbs, Type C	900 Lin. Ft.	3.90	3,510.00
Extra for Asphalt Approaches	13 Each	220.00	2,860.00
Adjusting Manholes	9 Each	165.00	1,485.00
Adjusting Inlets	2 Each	95.00	190.00
Removal of Existing Sign Installations		All Required	844.00
Wood Sign Posts		All Required	2,500.00
Type "C" and "D" Signs in Place	148 Sq. Ft.	7.50	1,110.00
Type "EE" Signs in Place	13 Sq. Ft.	10.00	130.00
Type "T" Signs in Place	38 Sq. ft.	12.50	475.00
Type "U" Signs in Place	52 Sq. Ft.	17.50	910.00
Move and Reinstall Existing Signs		All Required	700.00
Roadside Seeding and Mulching	2 Acre	950.00	1,900.00
			$722,545.60

Anticipated Items

Permanent Pavement Striping	All Required	6,500.00
Temporary Pavement Striping	All Required	2,000.00
Temporary Erosion Control	All Required	1,000.00
Asphalt Cement Adjustment	All Required	13,000.00
Bikeway Signs	All Required	800.00
Bikeway Striping and Legend	All Required	1,200.00
		$ 24,500.00
	Subtotal	747,044.60
	Engineering	100,850.40
	TOTAL	$847,895.00

Type Code Y033
Signals (3 Locations)

Traffic Signal Installation, Complete	All Required	78,160.00
Fire Preemption System, Complete	All Required	4,888.00
Flashing Beacon Installation, Complete	All Required	8,095.00
		$ 91,143.00

Anticipated Items

State Furnished Software	All Required	1,000.00
Signal Controller Testing	All Required	5,750.00
		$ 6,750.00
	Subtotal	$ 97,893.00
	Engineering	13,215.00
	TOTAL	$111,108.00

Length of Roadway: 0.837 mile
Cost of Roadway Per Mile: $1,013,016.73

Retained in Program Status

PGE Substation Relocation	All Required	30,000.00
Wood Fence Construction	All Required	2,000.00
	Subtotal	$ 32,000.00
	Engineering	4,320.00
	TOTAL	$ 36,320.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$847,895	$720,710	$67,875*	$59,310
Signals	111,108	94,441	---	16,667
Subtotal	$959,003	$815,151	$67,875*	$75,977
Reserve	36,320	30,872	---	5,448
TOTAL	$995,323	$846,023	$67,875*	$81,425

Group 1: 97%; Group 8: 3%
Contract No. 9602
Prefix: 334-1964
Prefix: 334-1085

* Maximum

DAR:lb
3-16-83

Sunset Highway-Leahy Road Section
Nonparticipating-State Work

Single Mailbox Supports	15 Each	93.50	$1,402.50
Multiple Mailbox Supports	4 Each	190.50	762.00
			$2,164.50

9602 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 20, 1985

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sunset Highway - Leahy Road Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Potter's letter of 6-19-85 the Program Change adding "Appropriation Code 178" is approved.

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to Trout
6-24-85
rw

14. DATE 6/20/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 19, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80132
Project No. IX-9326(12)
Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 178 funds available for use on December 14, 1984 and will require the following revision:

1) Appn Code: Add 178.

Revisions in financing are as indicated on the attached modified agreement.

DDB:bkb
Attachments
cc: R. Oakes
W. Schulte, Metro
J. Peterson
General Files

Form 734-3122

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Sunset Highway Leahy Road

WEEK ENDING May 25, 1985

SECTION PREFIX 334-1085

HIGHWAY S.W. Barnes Road

COUNTY Washington

NAME OF JOB S.W. Barnes Road

KIND OF WORK Grading, Paving, Signing & Signals

CONTRACTOR Ken Leahy Construction Company

CONTRACT NUMBER 9602

FEDERAL AID PROJECT NUMBER IX-9326 (12)

DATE OF CONTRACT March 18, 1983

DATE WORK STARTED May 3, 1983

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS 225

SPECIFIED CALENDAR DAYS

WORK DAYS USED 277

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 123

PROJECT AUTHORIZATION: $ 1,063,082.02

EXCLUSIVE OF ENGINEERING: $ 862,831.30

ENGINEERING AUTHORIZATION $ 79,119

This Week 121

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,091,731.30

ENGINEERING COST TO DATE $ 229,044

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 2.7 %

PERCENT OF AUTHORIZATION 289 %

DATE PROJECT WAS COMPLETED: March 24, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		CTB	1"-0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.84	0.84	0.84		0.84
MILES PARTIALLY COMPLETED	0.84	0.84	0.84		0.84
MILES COMPLETED	0.84	0.84	0.84		0.84
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,020cy	11,000tn	600tn		7,800tn
TOTAL QUANTITIES CORRECTED TO DATE	15,775cy	8,658tn	199tn		4,834tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,775cy	8,658tn	199tn		4,834tn
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Compl	Compl	Compl		Compl
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	277			
MONDAY	277			
TUESDAY	277			
WEDNESDAY	277			
THURSDAY	277			
FRIDAY	277			
SATURDAY	277			

CE.... CAE RECEIVED LS...... TC......
COE.... OM....
SA...... CC......
OE ....
CA............ MAY 30 1985 FE...... CP......
FOC............
CAM .... CONSTRUCTION QCS............
EEO............ SECTION FILE. ....

CONTR. NO: 960 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: May 25, 1985

SUNDAY	No activity.
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No Activity.
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

STATUS: All semi-final data has been submitted to Region I or to Salem for final check.

This will be the last weekly report.

VISITORS: None

NEXT WEEK:

SIGNED Walter Da LOCATION SYLVAN

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: CON 5

DATE: November 8, 1984

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Sunset Highway-Leahy Road Section
FAU 9326 (SW Barnes Rd.), Washington County
Contract No. 9602

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $65,300 or seven percent.

The overrun consists solely of construction engineering charges incurred on the project. There was a considerable number of change orders (19) involved in completing the project and, though the net result of the change orders was a reduction in the cost of the work, the increased cost of engineering and administration of the changes and of proper monitoring, inspecting and documenting the added work items caused the engineering charges to overrun.

There are sufficient funds available in the category of work and all the increase, except $82,100.00, is eligible for federal participation.

I recommend that the authorization be increased by $65,300.00 to a new total of $1,063,082.02. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O. B. Jackmond

SUBJECT: Request for Increase in Project Authorization
Sunset Highway-Leahy Road Section
FAU 9326 (SW Barnes Rd.), Washington County
Contract No. 9602

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $65,300 or seven percent.

The overrun consists solely of construction engineering charges incurred on the project. There was a considerable number of change orders (19) involved in completing the project and, though the net result of the change orders was a reduction in the cost of the work, the increased cost of engineering and administration of the changes and of proper monitoring, inspecting and documenting the added work items caused the engineering charges to overrun.

There are sufficient funds available in the category of work and all the increase, except $82,100.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $65,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
W. G. Bartel
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

1603

F

April 19, 1984

Ken Leahy Construction, Inc.
17645 SW Tualatin Valley Hwy.
Beaverton, OR 97006

CON

Time Extension Request
Sunset Hwy.-Leahy Rd.
Contract No. 9602
FAP No. IX-9326(12)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 52 calendar days is granted due to the performance of extra work, altered work and delays resulting from a strike by telephone company employees.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 6, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: SUNSET HWY.-LEAHY RD.
SW BARNES RD.
CONTRACT NO. 9602

CE
CAE
FOE
OCS
SCS
EEO
RECEIVED
MAR 7 1984
CONSTRUCTION
SECTION
TC
FE
CP

Attached is a time extension request from the contractor in which he lists a number of causes for the time overrun, and asks for, in effect, enough time to complete the job and eliminate all liquidated damages.

Jim Cochell has looked at his request and has given his recommendations in his February 23, 1984 letter.

This contract was let on March 18, 1983, with the day count starting on April 4, 1983, and with 225 calendar days set up for the job. This time ran out on November 14, 1983, and a stop work order was written on December 16, 1983 in order to get the top lift of paving done during more favorable weather conditions, (with the concurrence and at the request of Washington County).

Due to the extra work and delay in approval of the work at the Catlin Gable School connection, soft spots in the roadway, and a three week telephone company strike, Jim recommends we grant the contractor the 32 days that have been charged from November 14 to December 16, plus 21 days, which is his and the contractor's estimate of the time to complete the job once the stop work order is lifted, for a total of 53 calendar days.

I think this analysis is reasonable and that the time is justified, and that we grant the 53 days as requested.

4-12-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 52 C.D. time extension due to the telephone company strike (21 C.D), which delayed the utility relocation work; and due to extra work performed (2 C.D); and due to the alteration of the Catlin Gable School connection (29 C.D.). This will eliminate all liquidated damages under this contract.

D. B. Jackmond

MC/gw
Attachment
cc Jim Cochell

81-125-1387

7602 [illegible]

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 4, 1984

J. H. Versteeg
Road Design Engineer

File 53870
Sunset Highway-Leahy Road Section
S.W. Barnes Road
Washington County

Attached is a description (1 file), an authorization, correspondence and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

TICD

F

March 23, 1984

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
Sunset Highway-Leahy Road Section
FAU 9326 (SW Barnes Road)
Washington County
Project No. IX-9326(12)
Contract # 9602

Dear Mr. Cruz:

Reference is made to my letter of November 5, 1982, which set forth the terms for including the adjustment of Unified Sewerage Agency's conflicting sanitary sewer manholes in the highway construction contract for the above-titled project. Those terms were accepted by your Agency. Reference is also made to my letter of March 24, 1983, which advised you of the low bid, $165.00, for the adjustment of manholes and requested advanced deposit of $1485.00 to cover the cost of adjusting nine manholes. Your advanced deposit has been received.

The subject highway project has been substantially completed. To accommodate the highway construction it was necessary to adjust fifteen sanitary sewer manholes owned by Unified Sewerage Agency. The final cost to Unified Sewerage Agency is:

Adjusting Manholes 15 ea. @ $165.00 = $2475.00

You are now requested to forward a check in the amount of $990.00, made payable to the Oregon State Highway Division, to cover the cost of adjusting the additional six sanitary sewer manholes in conflict with the highway construction.

Your cooperation in this matter is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv
bc: E. S. Hunter
W. F. Cobine
E. L. Hardt
J. W. Cochell
Jan Peterson
Ted Inloes
C. O. Fredrickson w/OFW#5

RECEIVED
TECHNICAL SERVICES
MAR 26 '84
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

9602

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

LOC 3

TO: James Cochell
Project Manager

DATE: December 29, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Bikeway Signing
Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County
Contract 9602

NOTED
E. S. HUNTER

Due to the narrow 11-foot travel lanes and four-foot shoulders with Type "A" curbs, the safety of a signed bikeway on the P.C.C. shoulders is questioned.

The bikeway was discussed with Washington County officials and it was mutually agreed that the four-foot shoulders on this project should not be signed or striped as bike lanes.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:ds

cc: E. S. Hunter
E. L. Hardt
W. W. Geibel
John Grassman
Earl Reed

RECEIVED
TECHNICAL SERVICES
JAN 3 '84
REFER TO

81-125-1387

5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/31/83

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sunset Highway - Leahy Road Section

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 9/2/83 this will confirm the advance approval date of 5/31/83, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustment of Portland General Electric Company's underground electric vault. Reimbursement on an actual cost basis estimated at a TEC of $2,186.24 Federal Funds $1,858.30 is approved.

I approve the Agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO Potter
FC

Info	Inves	R/D			Act	File

Orig to
9/13

14. DATE 9/9/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

September 2, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Underground Electric Vault Adjustment
Portland General Electric Co.
Sunset Highway-Leahy Road Section
S.W. Barnes Road (FAU 9326)
Washington County
Project No. IX-9326(12)

RECEIVED
TECHNICAL SERVICES

SEP 6 '83

REFER TO

F. S. HUN

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an actual cost billing to adjust Portland General Electric Company's underground electric vault at St. Vincent Hospital entrance dated June 22, 1983.

A certification prepared by Ted Inloes as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the final billing submitted herewith and our letter confirming authorization for them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

The final billing has been audited by the Highway Accounting Section and the final cost of $2,186.24 has been found to be actual and reasonable.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 31, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Final cost to the State is $2,186.24.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter
D. E. Swan
Jack M. Cartwright
Pete Gonzalez

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/20/83

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sunset Highway - Leahy Road

11. GENERAL DESCRIPTION OF WORK

Relocate underground illumination wire and conduit

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/20/83 as requested in Mr. Keasey's letter of 7/13/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,200 Federal Funds $1,020.

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO Potter
FOR
Info | Invs | R/S | D/I | Sign | Act | File

orig to 720

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

9602 7-1 [illegible] 3

U. S. DEPARTMENT OF TRANSPOR' ON
FEDERAL HIGHWAY ADMINIST...TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-8-83

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SUNSET H WY - LEAHY ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
CREDIT TO PROJECT

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Keasey's July 8, 1983 letter, this will confirm the advance approval date of June 8, 1983 to credit the subject project for work performed under contract and reimbursed by a private utility for $1,485.00 - Federal Funds $1,309.00. (SFO #5)

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/1[illegible]

14. DATE 7-12-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

7662

~~Misc 47~~ Wash. Co.

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 22, 1983

J. H. Versteeg
Road Design Engineer

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUN 23 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ..../..../....
Action

File 53586
Sunset Highway-Leahy Road Section
S.W. Barnes Road
Washington County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project, which was requested by the County.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9602

May 31, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: Thomas P. Lowe, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Buried Electric Service Vault Relocation
Portland General Electric Company
Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County
Project No. IX-9326(12)

RECEIVED
TECHNICAL SERVICES
JUN 6 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H

Dear Mr. Lowe:

Confirmation of your verbal authorization for Portland General Company (PGE) to proceed with the relocation of their buried electric service vault in conflict with this project as of May 31, 1983 is requested. An estimate of cost is being prepared by PGE. Estimated cost is $2,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
May 31, 1983 is approved

T P Lowe
Thomas P. Lowe, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
J. W. Cochell
Ted Inloes
Pete Gonzalez

RECEIVED
JUN 1983
RR & UTILITY UNIT

7662 5-24-83 4

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/83

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sunset Highway - Leahy Road

11. GENERAL DESCRIPTION OF WORK

Construct retaining wall at Station 24+50 to 26+00

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/6/83 as requested in Mr. Keasey's letter of 5/19/83 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 4 representing work to be performed by Portland General Electric Forces is approved for a TEC of $30,000 Federal Funds $25,500.

RECEIVED
STATE HWY ENGR
MAY 27 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
5/27

14. DATE 5/24/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

Washington County

March 25, 1983

Mr. Tom Spear
Washington County Department
of Public Works
150 N. First Street
Hillsboro, OR 97123

Dear Mr. Spear,

Enclosed are copies of documents covering property acquired from Sisters of Charity of Providence in Oregon by Washington County for File 52443 of the Sunset Highway-Leahy Road Section of S.W. Barnes Road.

Our recommended corrections to the documents are indicated in red.

If you have any questions, please give us a call.

Very truly yours,

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

cc: Adele Egan

RECEIVED
MAR 25 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

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96[illegible]

B

RECEIVED
TECHNICAL SERVICE
MAR 24 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

March 24, 1983

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County
Project No. IX-9326(12)
Contract # 9602

Dear Mr. Cruz:

Reference is made to my letter of November 5, 1982 which set forth the terms for including the adjustment of Unified Sewerage Agency's conflicting sanitary sewer manholes in the highway construction contract for the above-titled project. Those terms were accepted by your Agency. A copy of my November 5, 1982 letter is attached for your reference.

Bids have been received on the subject project and the contract was awarded to the low bidder, Ken Leahy Construction, Inc., 17645 S.W. Tualatin Valley Highway, Beaverton, OR 97006.

Ken Leahy Construction, Inc.'s bid for Item 037, Adjusting Manholes, is $165.00 each. A copy of the Bid Schedule is attached. The estimated cost to Unified Sewerage Agency is now:

Adjusting Manholes 9 ea. @ $165.00 = $1,485.00

You are now requested to forward a check in the amount of $1,485.00, made payable to the Oregon State Highway Division, to this office at the earliest possible date.

If more or less manholes require adjustment, an appropriate adjustment will be made upon completion of the State's project.

Your cooperation in this matter is appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
Attachments

bc: E. S. Hunter
D. E. Swan
E. L. Hardt
J. W. Cochell
Jan Peterson
Ted Inloes

HIGHWAY DIVISION - ODOT LOC 3

FILES February 23, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 24, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1983 on the following projects:

1. Corvallis/Newport Highway @ 13th Street (Philomath)
   Benton County
   Traffic Signals

   Pedestrian signals and sidewalks are being installed for pedestrian and bicycle use.

2. Pacific Highway West @ Main Street (Tigard)
   Washington County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Oregon City-New Era (M.P. 13.18-13.38 & M.P. 17.35-17.75)
   Pacific Highway East, Clackamas County
   Rock Slope Protection

   Same as No. 2.

4. Rainier Slide
   Columbia River Highway
   Grading and Paving

   Slide correction. Twelve-foot lanes with six-foot shoulders available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Umpqua River Bridge (Reedsport)
   Oregon Coast Highway, Douglas County
   Painting

   Same as No. 2.

6. 4th Street-10th Street (Medford)
   Columbus Avenue, Jackson County
   Base and Paving

   Multi-lane construction with four-foot bike lanes and five-foot sidewalks.

7. Thornton Creek Section
   Corvallis-Newport Highway, Lincoln County
   Grading and Paving

   Bridge to be replaced by structural plate pipe. Road work only in conjunction with above work. Twelve-foot lanes with four-foot shoulders.

   Same as No. 4.

8. Sunset Highway-Leahy Road
   SW Barnes Road, Washington County
   Grading, Paving and Signals

   Multi-lane construction. Four-foot bike lanes, five-foot sidewalk and pedestrian signals will be established on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
D. A. Ridings
George Bell

9622

N.
Wash. Co.

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

February ~~9~~ 16, 1983

Versteeg
Anderson
/ Adams
Olson
Sullivan
Tarpin
Trout
Wakarlig

RECEIVED
FEB 15 1983
ROAD DESIGN
SECTION

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Do Not File ☐
Return To
Bring Up /
Action

Jack Cartwright
Utility Relocation Coordinator
Department of Transportation
Transportation Building
Salem, OR 97310

RE: SW Barnes Road — Sunset Highway - Leahy Road Section

Jack:

We have reviewed the proposed construction plans for the referenced project and offer the following comments:

1. Sheet 2B, Feathering Detail

   Since the plan calls for "B" mix for the final lift of pavement, minimum depth of placement is approximately 1" thick. Please modify detail to show grinding or removal of existing pavement to provide a match joint with a minimum of 1" new pavement. Also, we would suggest "C" mix for final lift.

2. Sheet 2B, Manhole Adjustment

   We suggest that step 3 be performed prior to placement of final lift of pavement in order to provide a "finished" appearance to the final pavement lift.

3. Sheet 4

   a. There are no catch basins indicated at the intersection on the north side of Barnes Road.

   b. There is a utility conflict with 21" diameter storm sewer and PGE vaults at Station 24+80, 20 feet left of centerline.

2-16-83
Advised Jack Cartwright That All Items would Have To Be Taken care of under Contruction – Job Has Been Advertised And All Information Has Been Sent To The Field.
J.C. Vincent

4. Sheet 5

   PGE has identified a utility conflict with 24" storm sewer and underground ductwork at Station 27+60, ±30 feet left. The underground electric is not shown on the drawings, but is a major system coming off the power pole at that location.

5. Sheet 6

   The County Public Works Department discourages the use of "blind" connection for catch basin laterals, therefore suggests design modification to eliminate the same.

6. Sheets 4 & 5

   PGE has indicated a need to leave existing power poles in their present locations at the following locations:

   Station 25+00, ±30 feet left
   Station 27+60, ±35 feet left

   The power company has requested that the sidewalk be constructed behind the poles at those locations. I have advised them that a final determination must be made in the field after location of the curb. The County has no objection to deflecting the sidewalk, provided that the face of the poles is 2 feet minimum behind the face of the curb.

7. Our review indicates a lack of drainage inlets on the south side of Barnes Road, Station 41+00 to Station 55+00, and on the north side of Barnes Road, Station 55+00 to Station 65+00. Since the plans do not indicate superelevation, inlets will be needed at regular intervals, and particularly at intersections to prevent overloading existing systems on side streets.

8. The plans should indicate pavement tapers at both ends of the project to provide a smooth transition from the end of the curb to the existing pavement.

Most of the above comments can be addressed during construction.

Yours truly;

Loren D. Meinz

Loren D. Meinz, PE
Operations Engineer
mb

cc: Jim Cochell
Ted Inloes
John Gray
Marty Nizlek

xc: Don Stoudenmeyer
2-15-83

RECEIV
FEB 1 1983
RR & UTILITY UNIT

1002

2-2-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sunset Highway - Leahy Road Section

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping	S.F.	$6,500
Temporary Pavement Striping	S.F.	$2,000
Temporary Erosion Control		$1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/31/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,091,913 Federal Funds $928,126.

A signed copy of the Title Sheet is returned herewith.

It should be noted that items shown as "Retained in Program Status" in the PS&E have not been approved nor funding reserved.

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Swan
FOR
Info Invest R/D D/R Sign Act File

Orig w/att to
2/15

14. DATE 2/2/83

15. SIGNATURE OF APPROVING OFFICIAL D. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7602

Wash. Co.

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: January 25, 1983

FROM: CURT DUVAL
Region Location Manager

File: 334-1964

SUBJECT:
Sunset Highway-Leahy Road
Barnes Road
Washington County

Attached is a copy of conditions and restrictions the Catlin Gabel School has imposed on Washington County during the construction of subject project. The listed items will be required to meet the conditions of the Dedication Deed and Temporary Easement.

Please add the listed items to the plans and specifications for the project.

2/3/83

Item #5 on the flashing beacon is ok.
LE

pa

Attachment

cc Marion Craft

Flashing Sig. [illegible] ? County
[illegible] ? School requested
[illegible]
Why

NOTED
L.E. GEORGE

RECEIVED
FEB 3 1983
TRAFFIC ENGINEERING

Stonden mayer
Another copy

1 Versteeg ✓
Anderson
2 Adams
Olsen
Kg Copy Sullivan
Turpin

RECEIVED
31
ROAD DESIGN SECTION

Date
Return To
Action

81-125-1387

LAW OFFICES
SCHWENN, BRADLEY, BATCHELOR AND BRISBEE

W. C. SCHWENN
CARRELL F. BRADLEY
DeMAR L. BATCHELOR
LARRY A. BRISBEE
WILLIAM H. STOCKTON

P. O. BOX 567
139 NE LINCOLN
HILLSBORO, OREGON 97123
TELEPHONE (503) 648-6677

December 28, 1982

Mr. Tom Spears
Washington County
Department of Public Works
Administration Building
150 N. First Avenue
Hillsboro, Oregon 97123

Re: Barnes Road FAU Project - Catlin Gabel School
Deed of Dedication and Temporary Construction
Easement

Dear Tom:

Enclosed are the following original documents:

1. Dedication deed conveying property therein described from Catlin Gabel School to the public.

2. Temporary easement for work areas conveying an easement therein described from Catlin Gabel School to Washington County.

You are authorized to record the enclosed documents upon the condition that the following provisions will be included as "special conditions" in the contract documents to be used in the construction of the above project:

1. The contractor shall complete the frontage and access road to be constructed upon the School property and described in "Plan C" attached hereto not later than September 6, 1983. The intent and purpose of this special condition is to provide access to the School when the campus opens on September 6, 1983.

2. During the period of construction of the roadway and the

frontage and access road on the School property, the contractor shall provide and maintain an open access road to the campus.

3. During the course of construction of the frontage and access road, the contract shall excavate and remove the existing asphaltic concrete surfaces within the "Plan C" access road area. Further, the contractor will grade the area from which the existing asphaltic surfaces are removed to an acceptable grade for landscaping.

4. The area described in the temporary easement shall not be used for the storage of equipment or materials by the contractor or its subcontractor, employees or representatives.

5. The overhead flashing signal to be installed at the point of access to the campus from Barnes Road shall be installed and operating not later than September 6, 1983, or, a temporary alternate flashing light shall be installed and operating on or before said date. It is the intent and purpose of this condition that the flashing signal be operating at the time the campus opens for fall term.

If any of the foregoing special conditions are unacceptable, please advise us immediately. If not, you are authorized to record the documents.

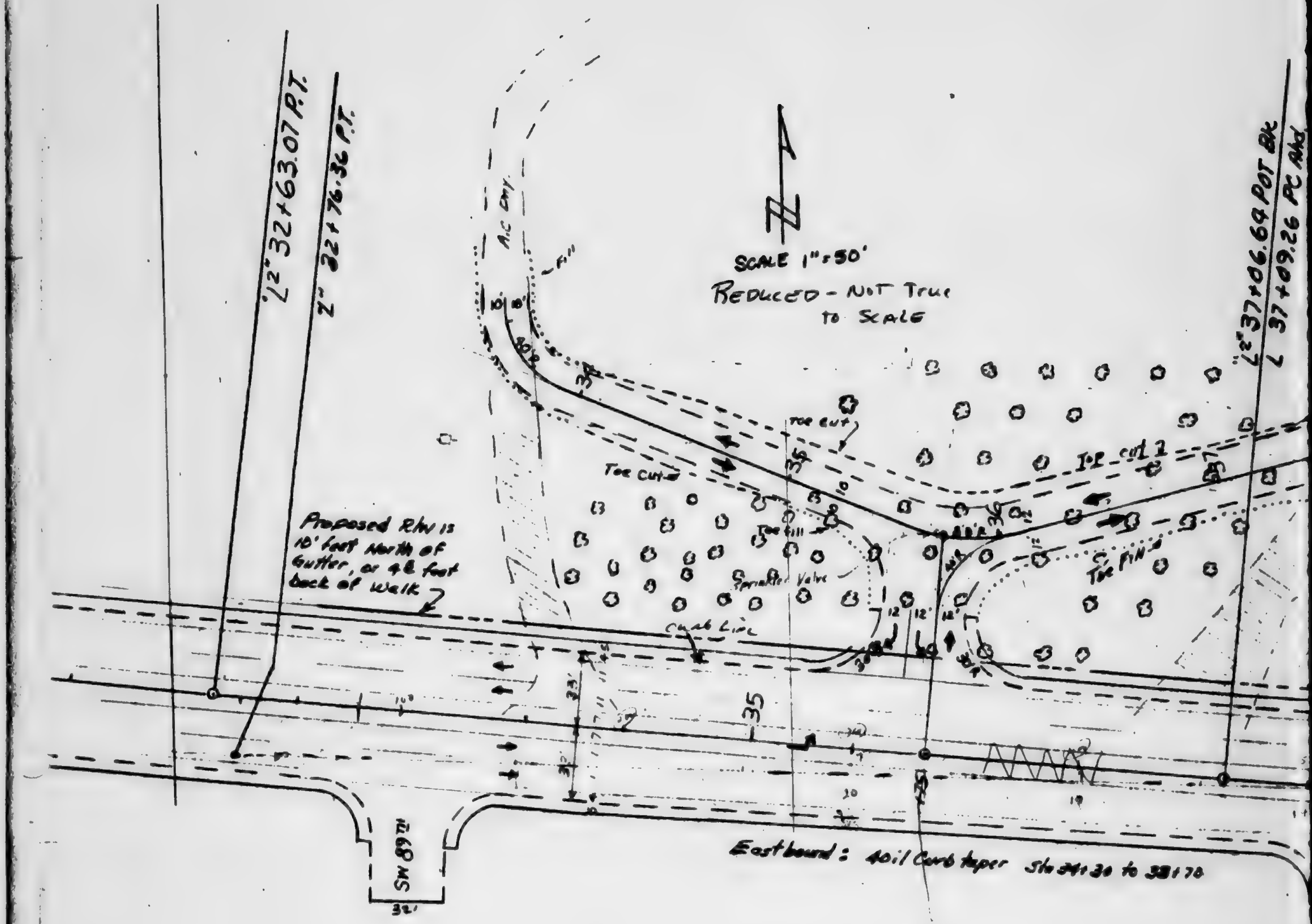
Yours very truly,

DeMar

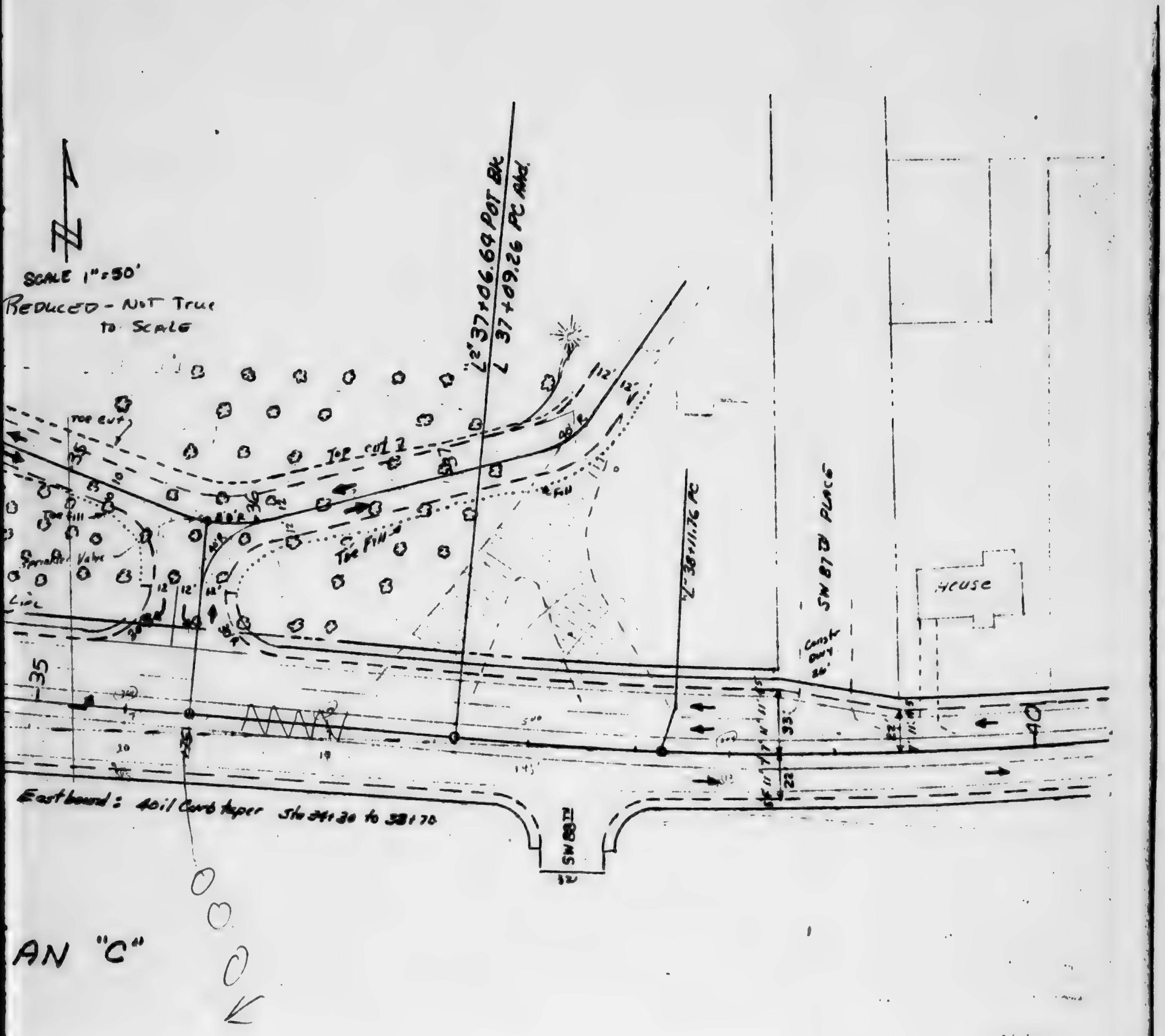
DLB:eis

Enclosures

cc: Mr. Larry Mapes


"L2" 32+63.07 P.T.
"L" 32+76.36 P.T.
"L2" 37+06.69 POT Bk
L 37+09.26 PC Ahd
A.C. Dwy.
Fill
10'
10'
30'R
SCALE 1" = 50'
REDUCED - NOT TRUE TO SCALE
Toe cut
Toe cut
Toe cut 2
Toe fill
Toe Fill
Sprinkler Valve
Curb Line
Proposed R/W is 10' feet North of Gutter, or 4.8 feet back of Walk
12'
12'
12'
30'R
35
33'
33'
SW 89TH
32'
Eastbound: 40:1 Curb taper Sta 34+30 to 38+70

PLAN "C"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SCALE 1"=50'
REDUCED - NOT TRUE TO SCALE
L2" 37+06.69 POT Bk
L 37+09.26 PC Ahd.
Top cut
Top cut 2
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Toe Fill
Sprinkler Valve
Line
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12'
"L" 38+11.76 PC
SW 87 TH PLACE
Const. DWY 26'
HOUSE
35
40
33'
22
22
11.5
11.5
500
145'
30
10
Eastbound: 40:1 Curb taper Sta 34+30 to 38+70
SW 88 TH
32

AN "C"

ROW 18-4

November 5, 1982

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
Sunset Highway-Leahy Road Section
FAU 9326 (S.W. Barnes Road)
Washington County
Project No. IX-9326(12)

Dear Mr. Cruz:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on January 27, 1983. Nine (9) sanitary sewer manholes owned by your Agency conflict with the proposed construction and will have to be adjusted. The conflicting manholes are shown, highlighted in red, on the attached preliminary plan sheets 3, 4, 5 and 6 for the project.

The manholes are located on county road right of way, therefore, the cost of adjustment is not reimbursable. The cost of adjustment will have to be paid by your Agency.

Your letter, dated October 26, 1982, requested that the adjustment of your sanitary sewer manholes be included as a bid item in the highway construction contract. Your request has been accepted and the manholes are shown on the plans to be adjusted by the highway project contractor. Estimated cost is as follows:

Adjust Manhole 9 @ $200 = $1,800

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your sanitary sewer manholes in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The State Highway Division will be administering the contract for this project, therefore, your agency will be required to reimburse the State Highway Division.

Upon award of the contract for the subject project, your Agency will be advised of the unit bid price for the adjustment of manholes as submitted by the accepted low bid contractor. Your Agency will be requested at that time to forward a check to cover the cost of the sanitary sewer manhole adjustments.

If the terms set forth above, for the adjustment of your sanitary sewer manholes is acceptable to the Agency, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED
UNIFIED SEWERAGE AGENCY
OF WASHINGTON COUNTY

Date ______________________

By ______________________

Title ______________________

JMC/llr
Attachment

bc: E. S. Hunter
D. E. Swan
E. L. Hardt
J. W. Cochell
Ted Inloes

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TECHNICAL SERVICES
NOV 8 '82
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

9662

Washington County

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 653-3235
Date: October 15, 1982

File No: 334-1964A

TO L. E. GEORGE
Traffic Engineer

FROM THOMAS H. SCHWAB
Transportation Analysis Manager

SUBJECT Traffic Signal Installation
Barnes Road @ St. Vincent Hospital
(West Access) Washington County

Attached is a letter from Washington County requesting a traffic signal be added to the Barnes Road project (Sunset-Leahy Road section).

This is an add-on to the project designed for this roadway. The section currently through this area is two lanes with the widening expanding the roadway to five lanes.

The project is scheduled for December 1982 contract letting. It is impossible to complete the signal design for this scheduled date, however, it should be completed as soon as possible to minimize delay. The design should include an interconnect with the signal at the main entrance.

Attached is the warrant calculation sheet. I will be checking with Washington County Fire District on the pre-emption requirements for this location.

pa

Attachment

cc Jim McClure
Bob Heard

1 Versteeg ✓
Anderson
2 Adams
Olsen
Art ✓ Bill Bob 3 Sullivan JWS
Terpin
Trout
Wehrlig

RECEIVED
OCT 25 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
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NO [illegible]

10/29 Advised McClure A

DON ADAMS - Could $ for this signal be added in contract as "an antisapated item" then added to project with a price agreement

Little delay [illegible]

10/21

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

October 12, 1982

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Mr. Bob Heard
Project Manager
ODOT
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Dear Bob:

Washington County has been reviewing the Barnes Road project with St. Vincent Hospital. They have agreed to dedicate the necessary right-of-way for the project. However, we are both in agreement that a signal is needed (concurring with ODOT's warrant study) at the west exit/entrance. We are also aware of the concerns ODOT has expressed with queuing problems developing to the west.

St. Vincent has agreed to:

1. Participate to a 50% - $4500 local share in placing the signal, and
2. to take on-site actions to alleviate any queuing problems which might develop at this signal.

Given these conditions (and thus our ability to control the potential problems), I hereby request the State to include the signalization of this location in the project. Should additional obligational authority be required, there is some remaining on the 185th project which Earl or Ted should be aware of. This should be used.

The County will seek additional (local match) assistance from adjacent development for the signal but will, naturally, be responsible for the added local share.

Thank you for your attention in this matter.

Sincerely,

Martin C. Nizlek
Transportation Division Manager

MCN:ss:1:1
Attachment

WASHINGTON COUNTY

Inter-Department Correspondence

Date October 12, 1982

To : Board of County Commissioners

From : Marty Nizlek, Transportation Manager, Public Works
For Larry Rice, Director of Public Works

Subject : Appeal of Conditional Use - St. Vincent Hospital (#82-269-C)

This item has been appealed to your Board by St. Vincent Hospital from the Hearings Officer's review of Conditional Use. Since the appeal, the Department of Public Works has met with representatives of St. Vincent Hospital in an attempt to achieve a mutually acceptable set of conditions prior to your meeting.

The following recommended conditions have been structured by staff following a meeting with the Hospital's Assistant Director. Staff feels they represent an equitable set of conditions given the requests made by the Hospital.

In any event, staff emphasizes to your Board the urgency of acquiring the necessary right-of-way through this section to enable the Barnes Road Federal Aid improvement project scheduled for construction in December to proceed.

RECOMMENDED CONDITIONS:

It is recommended that St. Vincent Hospital be conditioned to:

1. Dedicate right-of-way necessary to construct the planned federal aid road improvements on Barnes Road. (Note: it is understood that this dedication is for the land only. Costs for [re-]landscaping along the frontage will be covered by the project). Staff recognizes the importance of maintaining accessibility to/from the hospital during consruction. For this reason St. Vincent's will be contacted to: 1) review the construction plans; and 2) attend the pre-construction conference scheduled by Oregon Department of Transportation.

2. Agree to the placement of a signal at the existing west entrance/exit as part of the Barnes Road project and to donate up to $4500 (50% local share) for the signal.

   Further, should the County find that congestion develops at this signal, St. Vincent's agrees to undertake such on-site actions as are necessary to reduce this congestion (e.g. administratively restricting individuals from entering at this location or, possibly, eliminating the use of this point as an entrance).

3. Work with the adjoining Peterkort property to achieve future egress to the frontage road/off ramp intersection at realigned Barnes Road with

reconstructed Sunset interchange. (Note: it is understood that said future signalized intersection will have a limited capacity and Washington County will reserve the right to deny any access/egress which will exceed this capacity limit).

4. Cooperate with the regional public transit agency, Tri-Met, to improve service through the site.

MCN:ja:2:3

Assume future 2-lane approach on Barnes...
Hospital access - 1 lane

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Access @
Barnes Rd.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1613	1696	1421	1072	1125	1483	971	1051
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	338	320	287	220	216	211	204	199
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	Not Studied							

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		8
2. Interruption of Continuous Traffic:			
Major Street	900		8
Minor Street	75		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	Not studied		
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)		N/A	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		N/A	
Minimum Warrant		800	

Date of Traffic Count 9/28-29/81
Washington Co.

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

10-12-82

9602 Walls

ROAD DESIGN SECTION 378-6558 DES 16

Leonard L. Wallace
Assistant Bridge Engineer

July 23, 1982

Don Stoudenmeyer
Design Team Supervisor

Retaining Wall
Sunset Highway-Leahy Road
S.W. Barnes Road
Washington County

Peterson
Adams
Sullivan
Temple
Wekerlig
RECEIVED
JUL 26 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

Attached is a copy of a letter from metro requesting the construction of a gravity wall.

Pertinent data concerning location, etc., is enclosed for your information.

Please provide us a design for this wall.

DNS:rlr
Attachments

cc: J. C. Vincent

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 2,1982

File No: 334-1964a

TO J. H. VERSTEEG
Road Design Engineer

FROM J. D. McCLURE
Project Development Manager

SUBJECT R/W Files 5471 & 5472
1 2
Sunset Highway-Leahy Road
Barnes Road
Washington County

REFERRED TO
____ Beard __/__ Stoudt
__✓__ Cole ____ Mann
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Lou ____
Return Discuss Do File Due ____
BY FINAL DESIGN ENGINEER

Our right-of-way staff have made initial contacts on the two subject files which are temporary easement work areas for some minor cut-slope work. Both property owners are very upset over the proposed temporary slope easements as it would remove much of their existing landscaping and screening between Barnes Road and their homes.

These files have been appraised by Ken Rolfe's office at $1600 and $1000, respectively, for the acquisition of the temporary easement work area used for slopes and utility poles. We have investigated the use of a gravity wall between the back of the sidewalk and the existing right-of-way. The wall would be about 150-foot in length and varying in height from one to three and one-half feet, estimated at approximately $3000.

To minimize the loss of landscape screening since there is not a significant cost differential, a gravity wall or similar type of wall is recommended. Attached is a typical section sketch for the gravity wall along with cross-sections showing its location. Also enclosed are several photographs depicting the dense landscape screening and it appears that the ground could be excavated vertical and the gravity wall poured against undisturbed ground which would minimize its impacts.

Since there are power poles in this area, they should be placed behind the wall. The area described for the temporary work area, which is approximately 5-foot in width, will still be needed for the utility poles. Therefore, I recommend that these files be modified for utility easements only.

Please proceed with the design modification and the modification to the right-of-way files and advise if any additional field information is necessary.

po

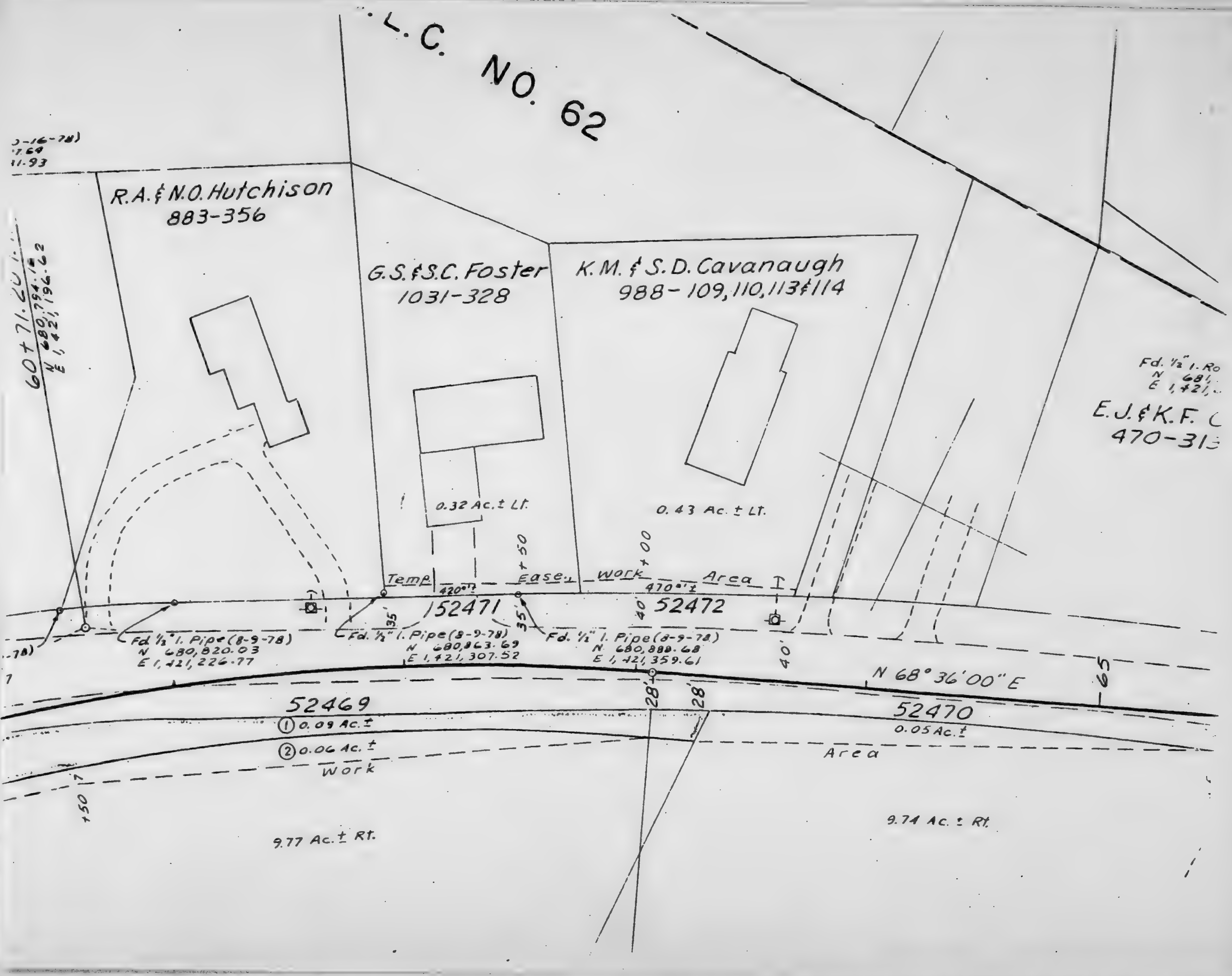
1 ✓

cc: E. L. Hardt
Bruce Boyd
Ken Rolfe
Curt Duval
Bob Heard

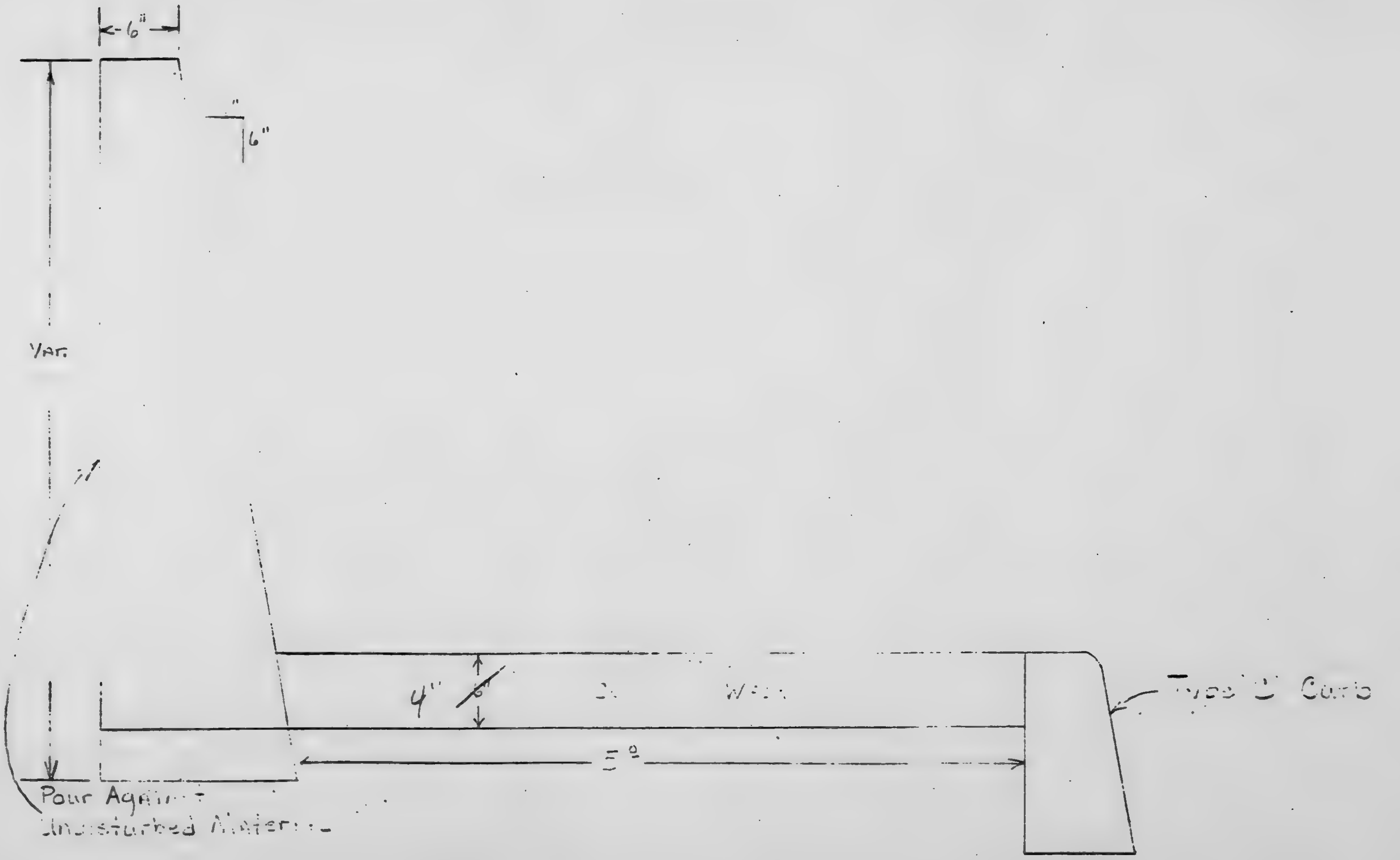
3 2

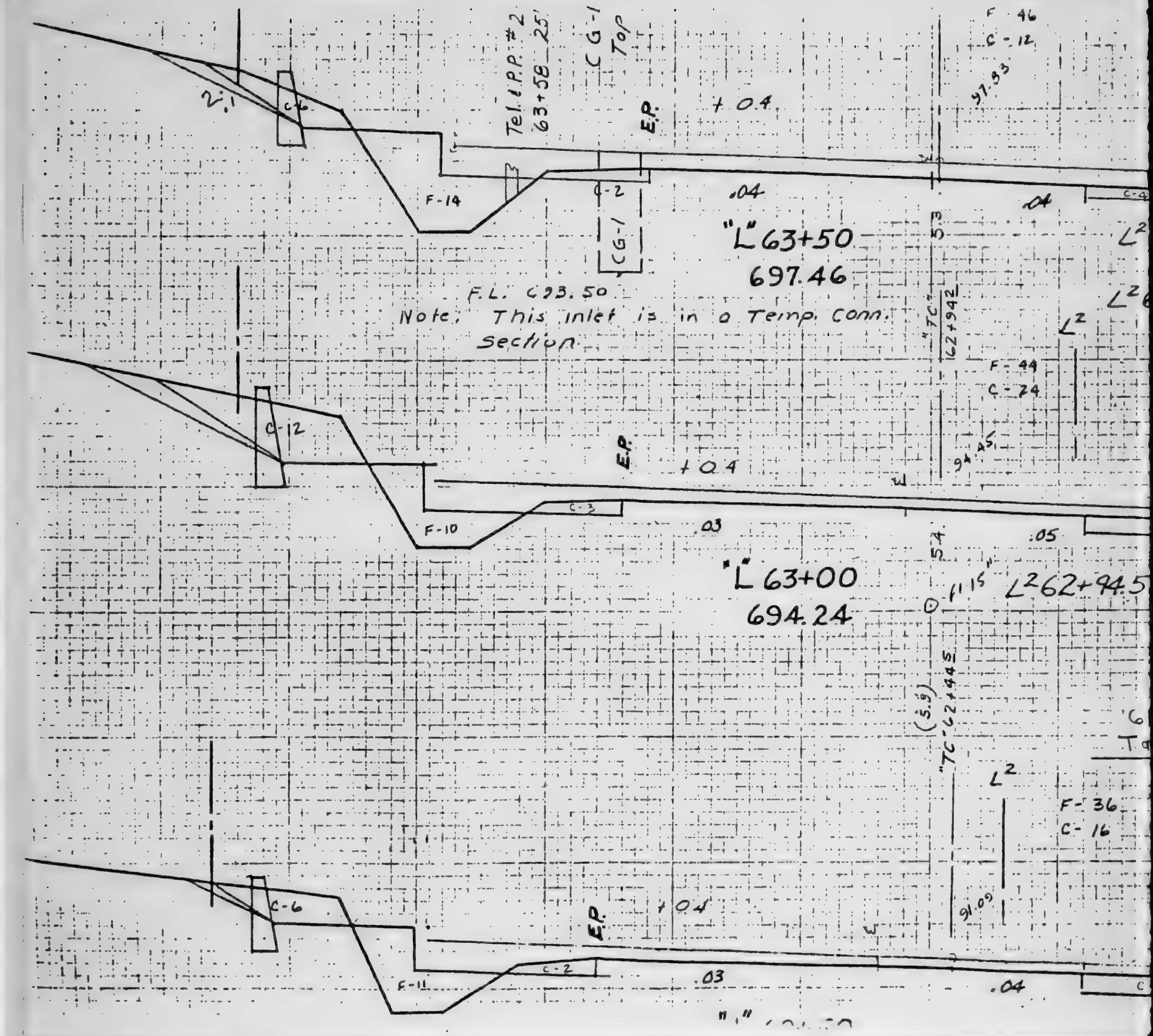
3

Attachment

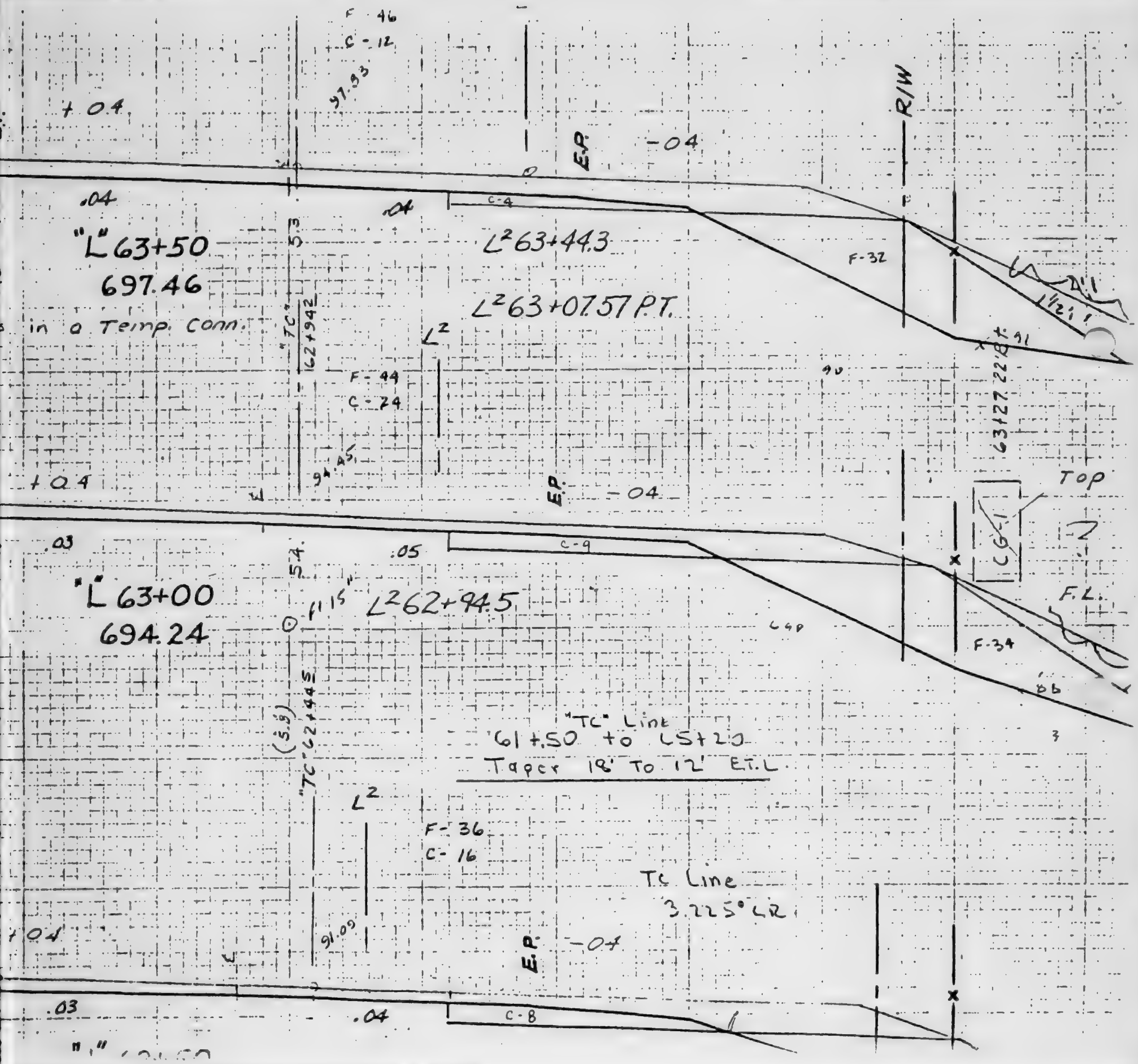

L.C. NO. 62
R.A. & N.O. Hutchison
883-356
G.S. & S.C. Foster
1031-328
K.M. & S.D. Cavanaugh
988-109, 110, 113 & 114
E.J. & K.F. C
470-31
Fd. ½" I. Ro
N 681,
E 1,421,
60+71.20
N 680,794.1
E 1,421,196.62
0.32 Ac. ± Lt.
0.43 Ac. ± Lt.
Temp. Ease. Work Area
420° ±
470° ±
52471
52472
35'
35'
40'
40'
+50
40+00
Fd. ½" I. Pipe (8-9-78)
N 680,820.03
E 1,421,226.77
Fd. ½" I. Pipe (8-9-78)
N 680,863.69
E 1,421,307.52
Fd. ½" I. Pipe (8-9-78)
N 680,888.68
E 1,421,359.61
N 68° 36' 00" E
65
28'
28'
52469
① 0.09 Ac. ±
② 0.06 Ac. ±
Work
Area
52470
0.05 Ac. ±
+50
9.77 Ac. ± Rt.
9.74 Ac. ± Rt.

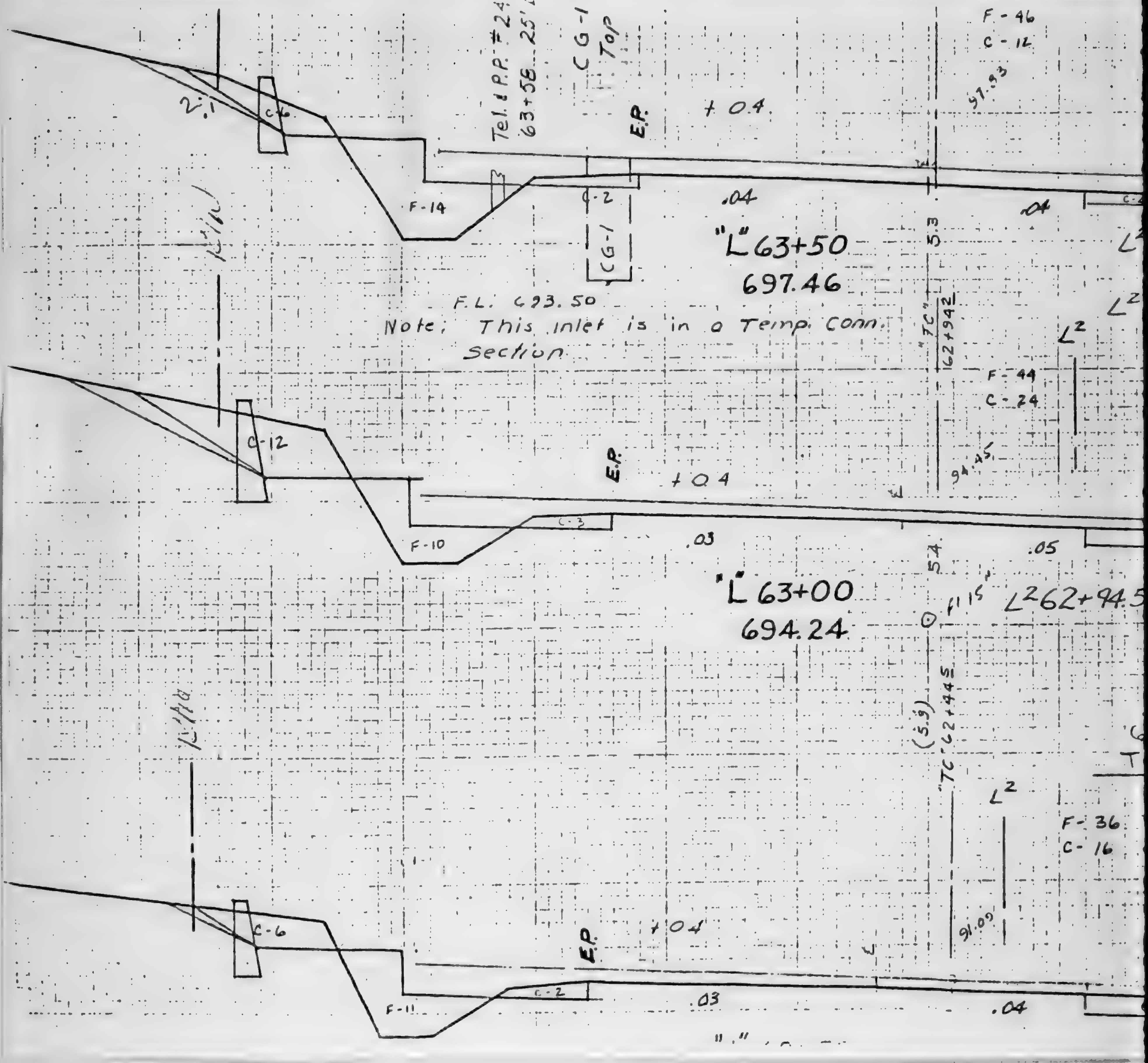
[illegible] STA 62+[illegible]
([illegible])

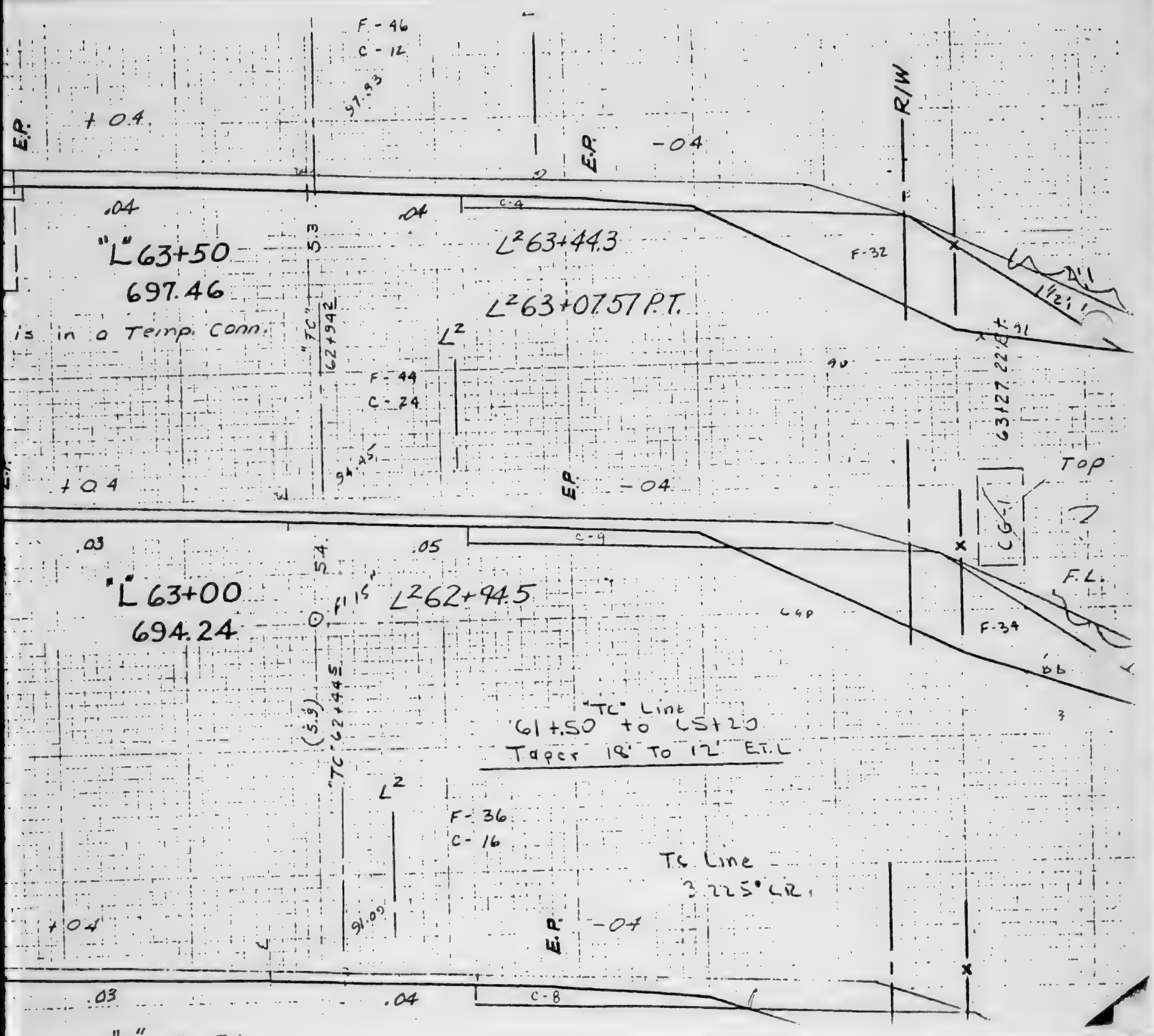

6"
6"
Var.
4" ~~6"~~
Walk
5'
Type 'C' Curb
Pour Against
Undisturbed Material



F - 46
C - 12
97.33
Tel. I.P.P. #2
63+58 25'
CG-1
Top
2:1
C-6
E.P.
+ 0.4
F-14
C-2
CG-1
.04
.04
C-4
5.3
"L" 63+50
697.46
F.L. 693.50
Note: This inlet is in a Temp. Conn. section
"TC"
62+94.2
L²
F - 44
C - 24
94.45
C-12
E.P.
+ 0.4
C-3
F-10
.03
.05
5.4
"L" 63+00
694.24
1.15
L² 62+94.5
(5.9)
"TC" 62+94.5
L²
F - 36
C - 16
91.09
C-6
E.P.
+ 0.4
C-2
F-11
.03
.04


F 46
C - 12
97.33
+ 0.4
E.P.
-04
R/W
.04
.04
C-4
"L" 63+50
697.46
5.3
L² 63+44.3
F-32
in a Temp. Conn.
"TC" 62+94.2
L² 63+07.57 P.T.
L²
1½:1
2:1
.91
F - 44
C - 24
90
63+27.22 Rt
94.45
Top
+ 0.4
E.P.
- 04
CG-1
.03
.05
C-9
5.4
"L" 63+00
694.24
F 1.5"
L² 62+94.5
F.L.
F-34
.86
"TC" Line
61+50 to 65+20
Taper 18' To 12' E.T.L
(3.9)
"TC" 62+44.5
L²
F- 36
C- 16
Tc Line
3.225° LR
+ 0.4
91.05
E.P.
-04
.03
.04
C-8


2:1
C-6
Tel.&P.P. #24
63+58 25' L
CG-1
Top
E.P.
+0.4
F-46
C-12
97.93
C-2
F-14
.04
.04
"L" 63+50
697.46
5.3
CG-1
R/W
F.L. 693.50
Note: This inlet is in a Temp. Conn. Section
"TC" 62+94.2
L²
L²
L²
F-44
C-24
C-12
E.P.
+0.4
94.45
C-3
F-10
.03
5.4
.05
"L" 63+00
694.24
0 +1.5"
L²62+94.5
(5.9)
"TC" 62+44.5
R/W
L²
F-36
C-16
C-6
E.P.
+0.4
91.09
C-2
F-11
.03
.04


F - 46
C - 12
E.P.
+ 0.4
97.93
E.P.
-04
R/W
.04
.04
C-4
"L" 63+50
697.46
5.3
L² 63+44.3
F-32
L² 63+07.57 P.T.
1½:1
2:1
is in a Temp. Conn.
"TC" 62+94.2
L²
91
90
63+27.22 Lt.
F - 44
C - 24
94.45
Top
+ 0.4
E.P.
-04
CG-1
.03
5.4
.05
C-9
F.L.
"L" 63+00
694.24
L² 62+94.5
F-34
(5.9)
"TC" 62+44.5
"TC" Line
61+50 to 65+20
Taper 18' To 12' E.T.L
L²
F- 36
C- 16
TC Line
3.225° LR.
91.09
+04
E.P.
-04
.03
.04
C-8

9602

"Wash Co."

OREGON STATE HIGHWAY DIVISION
ROAD DESIGN SECTION
Revision Request

R/W Map 1A-18-24

Option File Number: 52443

Revision of:

R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Originated by Metro (Bob Heard) Date 7-27-82

Approved by Olson Date 7/27/82

Section Sunset Highway-Leahy Road

Highway S.W. Barnes Road

Unit

County Washington

Reason:

The division line between the subject project and the Beaverton/Tigard Highway Interchange project has been moved to the property line between the hospital parking lot and the Hillvista Apartments (Station 21+15±). This requires a revision of Parcels 1, 3 and 4, reducing the taking under File 52443 and a new file (File 52909) will be set up to handle the portions of said parcels to be transferred to the Beaverton/Tigard Highway Interchange project.

Copy to:

R/W Files
R/W Desc. Group
R/W Section
Final Design Unit
Regional Engineer E. L. Hardt

Revised Files returned to R/W Section

Date JUL 29 1982

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Troui
Wakerlig

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

9622

Washington Co

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: July 9, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Sunset Hwy.-Leahy Rd. Section
FAU 9326 (Barnes Rd.)
Washington County

RECEIVED
[illegible] 1982
ROAD DESIGN
SECTION

Attached are two prints of the approved sign study plan for the above noted project.

L. E. George

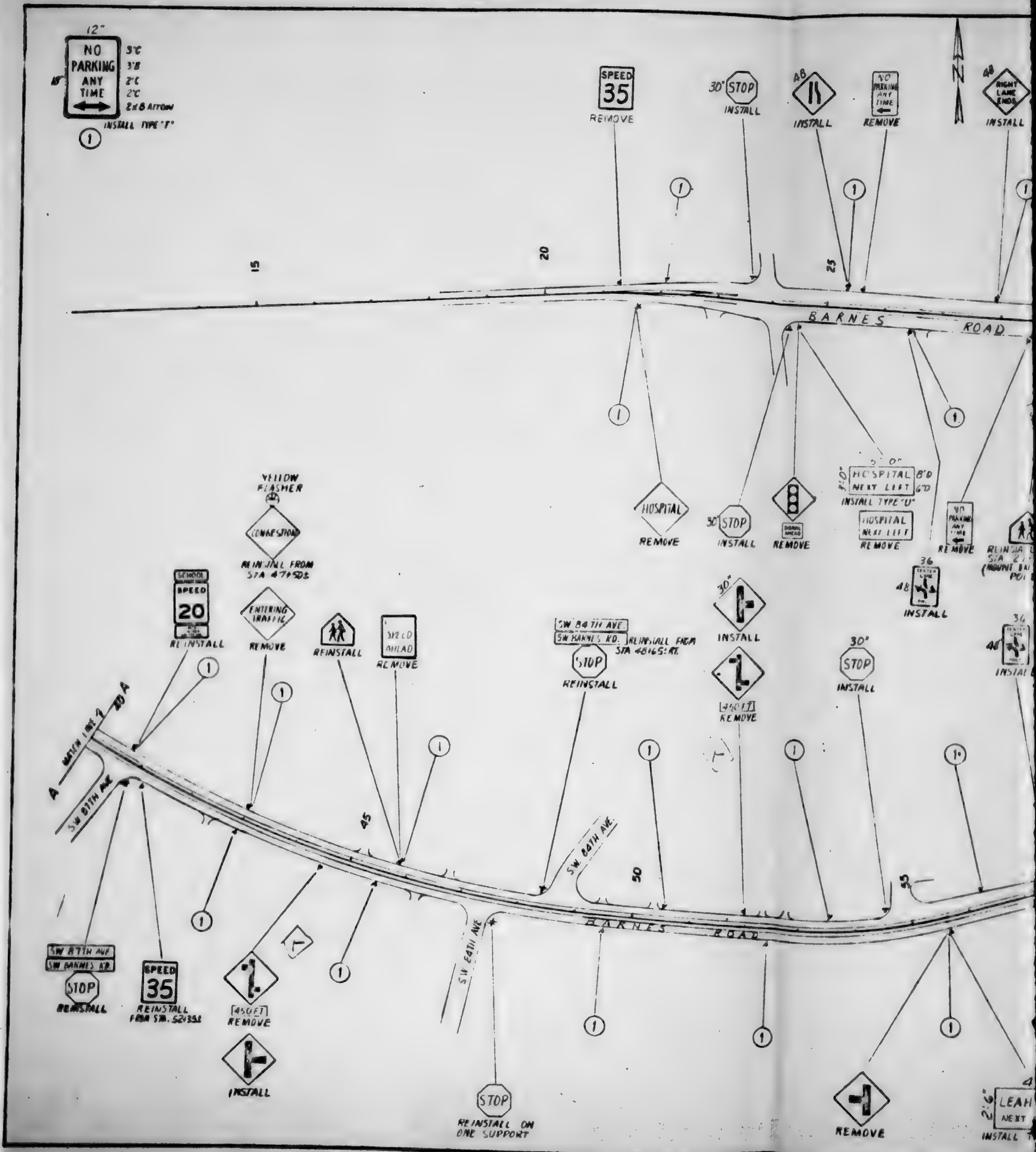
L. E. GEORGE - TRAFFIC ENGINEER

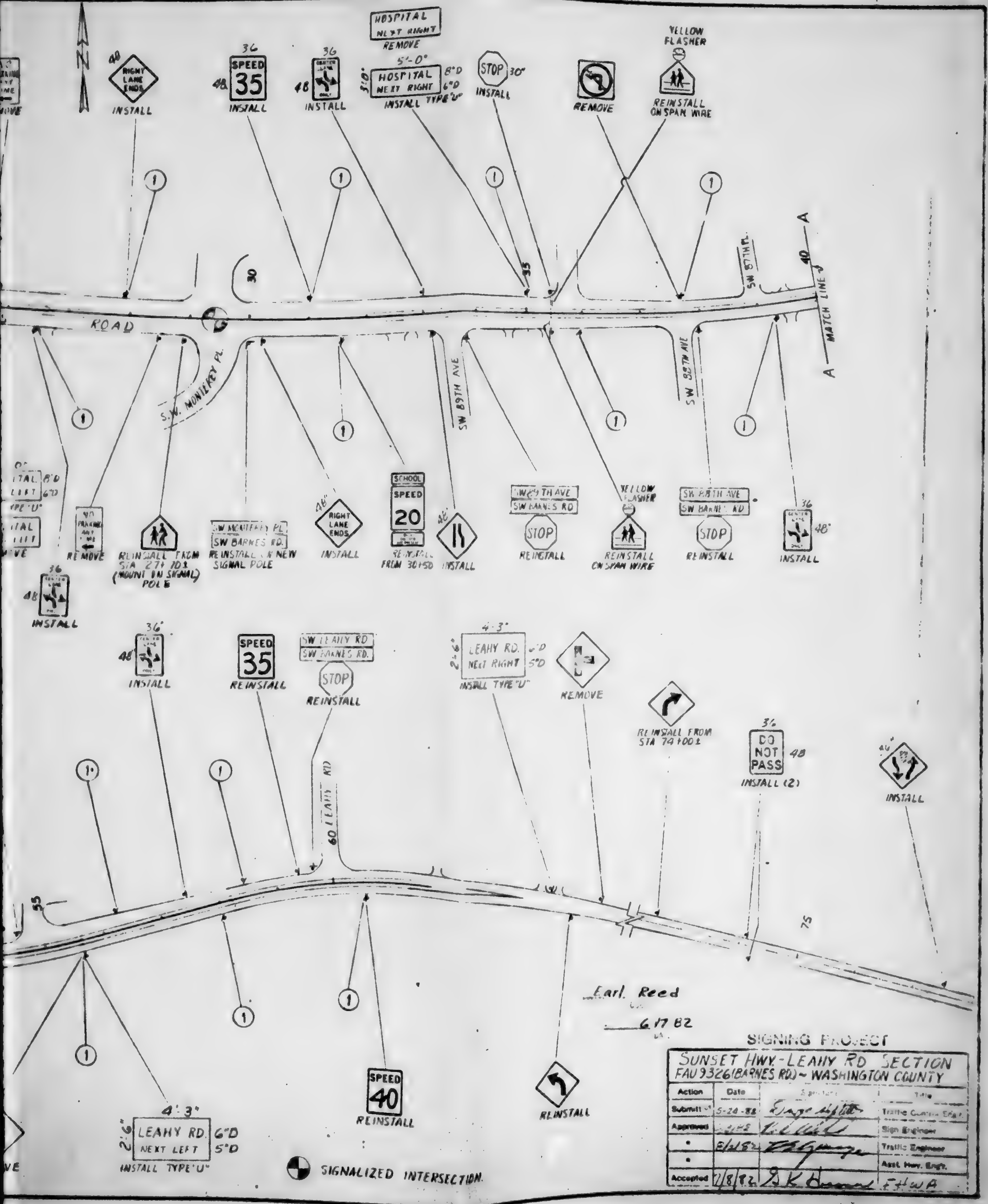
ELS:np
Att.

cc: E. L. Hardt
W. W. Geibel

REFERRED TO
2 Beard WEB Stoudenmeyer DNS
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

1 plan kept by Beard


12"
NO PARKING ANY TIME
18"
3"C
3"B
2"C
2"C
2x8 ARROW
INSTALL TYPE "T"
①
SPEED 35
REMOVE
30" STOP
INSTALL
48
INSTALL
NO PARKING ANY TIME
REMOVE
48
RIGHT LANE ENDS
INSTALL
N
15
20
25
BARNES ROAD
HOSPITAL
REMOVE
30" STOP
INSTALL
SIGNAL AHEAD
REMOVE
5' 0"
HOSPITAL NEXT LEFT
2' 0"
8"D
6"D
INSTALL TYPE "U"
HOSPITAL NEXT LEFT
REMOVE
NO PARKING ANY TIME
REMOVE
REINSTALL FROM STA 2
(MOUNT
36
48
CENTER LANE
INSTALL
YELLOW FLASHER
CONGESTION
REINSTALL FROM STA 47+50±
SCHOOL
SPEED 20
REINSTALL
ENTERING TRAFFIC
REMOVE
REINSTALL
SPEED AHEAD
REMOVE
SW 84TH AVE.
SW BARNES RD.
STOP
REINSTALL FROM STA 48+65± RT.
REINSTALL
30"
INSTALL
450 FT
REMOVE
30"
STOP
INSTALL
36
48
CENTER LANE
INSTAL
A
MATCH LINE
20 A
SW 87TH AVE
45
SW 84TH AVE.
50
55
SW 84TH AVE
BARNES ROAD
SW 87TH AVE
SW BARNES RD.
STOP
REINSTALL
SPEED 35
REINSTALL FROM STA. 52+35±
450 FT
REMOVE
INSTALL
STOP
REINSTALL ON ONE SUPPORT
REMOVE
2' 6"
LEAH
NEXT
INSTALL T
4


N
48
RIGHT LANE ENDS
INSTALL
36
48
SPEED 35
INSTALL
36
48
INSTALL
HOSPITAL NEXT RIGHT
REMOVE
5'-0"
3'-0"
HOSPITAL NEXT RIGHT
8"D
6"D
INSTALL TYPE "U"
STOP
30"
INSTALL
REMOVE
YELLOW FLASHER
REINSTALL ON SPAN WIRE
1
30
ROAD
35
SW 87TH PL.
40
MATCH LINE
A
A
S.W. MONTEREY PL.
SW 89TH AVE
SW 88TH AVE
ITAL
LEFT
8"D
6"D
TYPE "U"
ITAL
LEFT
REMOVE
NO PARKING ANY TIME
REMOVE
REINSTALL FROM STA 27+70± (MOUNT ON SIGNAL POLE)
SW MONTEREY PL
SW BARNES RD.
REINSTALL ON NEW SIGNAL POLE
48"
RIGHT LANE ENDS
INSTALL
SCHOOL
SPEED 20
REINSTALL FROM 30+50
48"
INSTALL
SW 89TH AVE
SW BARNES RD
STOP
REINSTALL
YELLOW FLASHER
REINSTALL ON SPAN WIRE
SW 88TH AVE
SW BARNES RD
STOP
REINSTALL
36
48"
INSTALL
36
48
INSTALL
36"
48"
INSTALL
SPEED 35
REINSTALL
SW LEAHY RD
SW BARNES RD.
STOP
REINSTALL
4'-3"
2'-6"
LEAHY RD.
NEXT RIGHT
6"D
5"D
INSTALL TYPE "U"
REMOVE
REINSTALL FROM STA 74+00±
36
DO NOT PASS
48
INSTALL (2)
48"
INSTALL
60 LEAHY RD
55
75
SPEED 40
REINSTALL
REINSTALL
4'-3"
2'-6"
LEAHY RD.
NEXT LEFT
6"D
5"D
INSTALL TYPE "U"
SIGNALIZED INTERSECTION.

Earl Reed

6 17 82

SIGNING PROJECT

SUNSET HWY.-LEAHY RD SECTION
FAU 9326 (BARNES RD) ~ WASHINGTON COUNTY

Action	Date	Signature	Title
Submit	5-24-82		Traffic Control Engr.
Approved	[illegible]		Sign Engineer
•	6/21/82		Traffic Engineer
•			Asst. Hwy. Engr.
Accepted	7/8/82		FHWA

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Kenneth Rolfe
Region 1 R/W Supervisor

DATE: June 22, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Sunset Hwy.-Leahy Rd. Sec.
S. W. Barnes Road
Washington County

MISC. CONTRACTS and
AGREEMENTS No. 6115

Attached are two copies of this agreement, one to be sent to the County for their files, and one for your files.

Prefix to be used for the project is 234-2537.

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
~~Comm. Serv., w/orig.~~
Relocation, w/c
Title, w/c

On July 7
7-2-82
noted in
agree book

7602

6

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project IX-9326(9) Sunset Highway - Leahy Road, S. W. Barnes Washington County	Date:	May 14, 1982
From:	Division Administrator	Reply to Attn. of:	HRW-OR/
To:	Mr. H. S. Coulter, State Highway Engineer Oregon State Highway Division		

As part of the demonstration involving the minimum payment valuation procedures, you are authorized to utilize these procedures for the following ten files which have been identified by your staff; 51451 through 51456, 52470 through 52472, and 52467.

for John H Wickman
Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (M. Mead, R/W)

NOTED
E. S. [illegible]

RECEIVED
TECHNICAL SERVICES
MAY 17 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

May 5, 1982

Washington County Board of Commissioners
Courthouse
150 First St., North, Room 418
Hillsboro, OR 97123

AGR 4-2

Attention: Marilyn D. Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6145

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for an Interstate Transfer Project on the Sunset Highway-Leahy Road Unit of the Sunset Highway-Multnomah County Line Section of S.W. Barnes Road in Washington County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

3-1-82 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
Federal Highway Administration
Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80132

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-1-82

8. FEDERAL ROUTE NUMBER FAU-9326

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sunset Highway - Leahy Road Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's February 16, 1982 letter, you are now authorized to proceed with the actual acquisition of files 52442 through 52472, as shown on Right of Way map 1A-18-24 at a TEC of $300,000; Federal Funds $255,000.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 5 '82
REFER TO [illegible]
FOR
Info

eng
3-8

14. DATE 3-1-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 16, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80132
Project No. IX-9326(9)
Sunset Hwy.-Leahy Rd. Section
Washington County

G-P-Sig-Signs

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1A-18-24 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $300,000 with an obligation of $255,000 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed map and does not involve relocation assistance. Funds for this project are available from amounts released on Project IX-0000(41).

This request is based on the December 1, 1981 letter to you from the Director of Oregon's Department of Transportation.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bkc
Enclosures

cc: R. Bothman
J. Boyd
F. Lowe
J. Rose
G. Zehner
General Files

Form 734-3122

9602

N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: J. H. Versteeg
Road Design Engineer

DATE: February 10, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installation
Barnes Road at St. Vincent Hospital Access

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
RW Cy Wakerlig

RECEIVED
FEB 11 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

The proposed Sunset Highway-Washington County Line project on Barnes Road includes the installation of a traffic signal at the St. Vincent Hospital access/S.W. Monterey Place intersection. The installation of this signal will require that St. Vincent Hospital provide us a permanent easement for the installation and maintenance of vehicle detectors outside of the proposed right of way line.

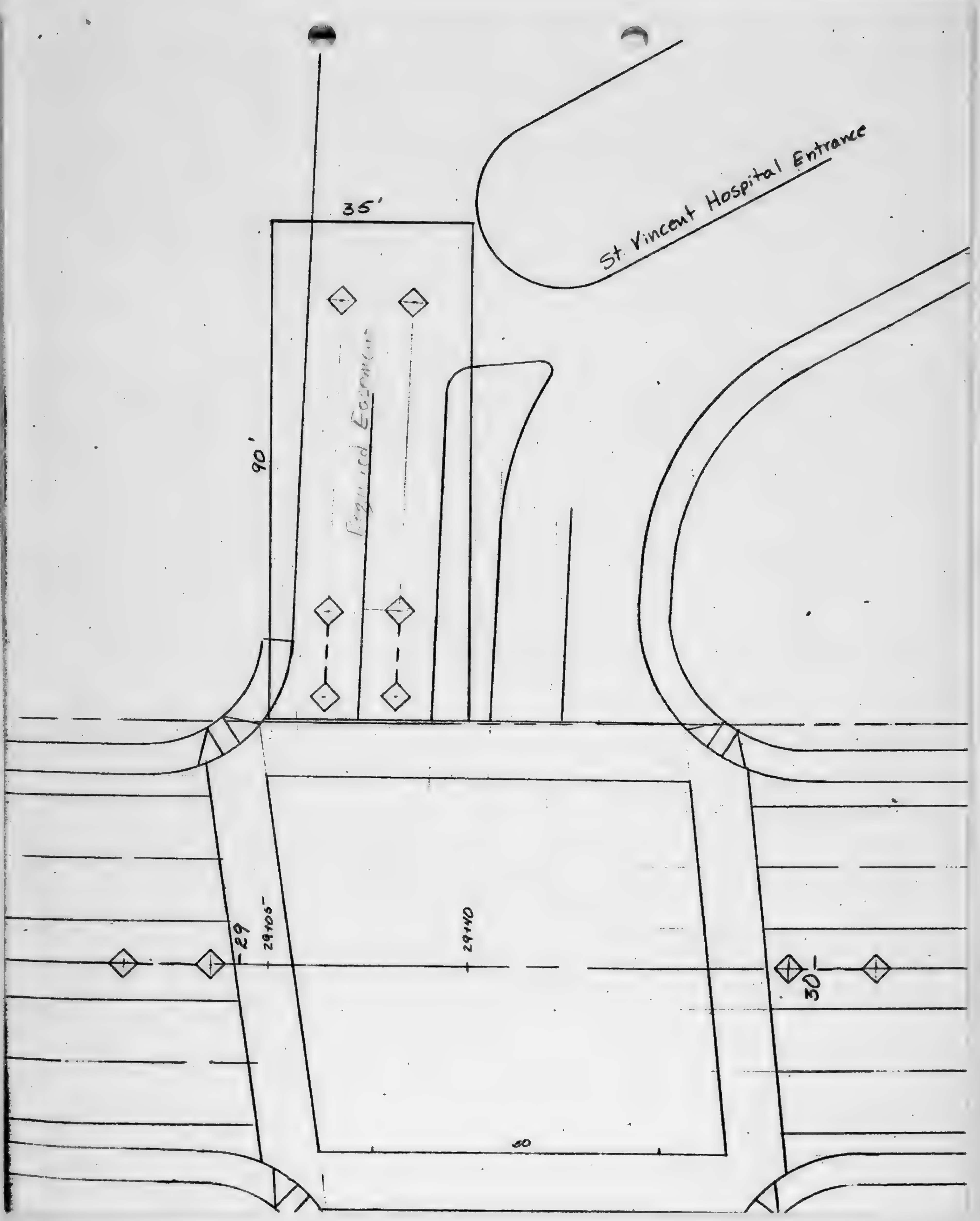
Attached is a drawing showing the required easement.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

SRW:np

cc: W. H. Wakerlig - w/att.

St. Vincent Hospital Entrance
35'
90'
Required Easement
29
29+05
29+40
30
80

96C 7 Wash. Co.

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 25, 1982

J. H. Versteeg
Road Design Engineer

Files 52442 through 52472
Sunset Highway-Leahy Road Section
S.W. Barnes Road
Washington County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout ✓
Wakerlig

RECEIVED
JAN 25 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Attached are descriptions (31 files), an authorization and prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1983.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

1983 Gnat Cr.-Westport Sec. 9603
of the Columbia Rv. Hwy. E.
of Astoria. (Paving)

9602 ic cc: (Rulien) **STATE COPY** N

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT January 28, 1986	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-1(26)
COMPLETION DATE (Actual) September 6, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY July 1, 1985	TIME ELAPSED 105 %	CONTRACT TIME 140 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

GNAT CREEK - WESTPORT SECTION
COLUMBIA RIVER HIGHWAY
Paving and Guardrail

This 3R project provided for an AC overlay and guardrail improvement on a 5.74 mile section of the Columbia River Highway.

The contract work was awarded to Bob Angell, Inc. on March 29, 1983 and was completed on September 6, 1983. The final contract cost overran the original contract amount by approximately 13 percent. A major overrun in the AC leveling quantities accounts for most of the total project overrun. Other additions include providing for a paved drainage ditch and filling a sunken grade area.

A final inspection of the completed project was made Sept. 27, 1983.

- WHK -

NOTED
WARTZ

RECEIVED
STAT. HWY ENGR
JAN 31 '86
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cg
2/10

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Signed By KAPPUS Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE JAN 30 1986	TITLE Field Operations Engineer	DATE JAN 31 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

July 3, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9603

Contract No. 9603 awarded to Bob Angell, Inc. for paving on the Gnat Creek-Westport Section of the Columbia River Highway in Clatsop County was completed on December 7, 1984, and accepted by the State Highway Division on July 1, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 9, 1985.

You have been previously notified of claims filed against the performance bond on this contract some of which have been paid.

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Bob Angell, Inc.
641 Sixth
Eastside, OR 97420

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Bill Anhorn

MAIL COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-111 PROJECT REPORT NUMBER MODIFICATION NUMBER 5	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon County Clatsop Project Number F-1(26)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,446,000	$ 1,449,000
Federal funds	$ 1,274,649	$ 1,277,293
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 10, 1985

Federal-Aid Project No. F-1(26)

Gnat Creek-Westport Section
Columbia River Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 70.90 to M.P. 76.64)

Subtotal from Revised Project Agreement Estimate of March 27, 1984		$ 1,296,625.30
	Engineering	152,374.70
	Total	$ 1,449,000.00

Length of Roadway	5.74 miles
Cost of Roadway Per Mile	$ 251,045.29

Federal Funds (88.15%)	$ 1,277,293.00
State Funds	171,707.00
Total	$ 1,449,000.00

Group 1	100%
Contract No.	9603
Prefix:	4-1473
Prefix:	4-1043

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-121 PROJECT REPORT NUMBER MODIFICATION NUMBER 4	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon County Clatsop Project Number F-1(26)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,441,000	$ 1,446,000
Federal funds	$ 1,270,241	$ 1,274,649
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 10, 1985

FEDERAL AID PROJECT NO. F-1(26)

Gnat Creek - Westport Section
Columbia River Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (M.P. 70.90 to M.P. 76.64)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 10.00	2,750	$27,500.00	2,948	$29,480.00
Pilot Car	40.00	375	15,000.00	405	16,200.00
SUBTOTAL			$42,500.00		$45,680.00

Increase	$ 3,180.00
Subtotal from Estimate of July 30, 1984	1,296,445.30
Subtotal	$1,296,625.30
Engineering	149,374.70
Total	$1,446,000.00

Length of Roadway ------------------- 5.74 mi.
Cost of Roadway Per Mile ------------ $251,916.38

Federal Funds (88.15%)	$1,274,649.00
State Funds	171,351.00
TOTAL	$1,446,000.00

Group 1: 100%
Contract No. 9603
Prefix: 4-1473
Prefix: 4-1043

WH:me

9603.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-10		State OREGON
PROJECT REPORT NUMBER		County CLATSOP
MODIFICATION NUMBER 3		Project Number F-1(26)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-1-84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,437,800	$ 1,441,000
Federal funds	$ 1,267,420	$ 1,270,241
Other revisions		

This modification is made for the following reasons: To include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 30, 1984

FEDERAL AID PROJECT NO. F-1(26)

GNAT CREEK-WESTPORT SECTION
COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 70.90 to M.P. 76.64)

Subtotal from Revised Project Agreement Estimate of March 27, 1984	$1,296,445.30
Engineering	144,554.70
TOTAL	$1,441,000.00

Length of Roadway ---------------	5.74 miles
Cost of Roadway Per Mile --------	$251,045.29

Federal Funds (88.15%) ----------	$1,270,241.00
State Funds ---------------------	170,759.00
TOTAL	$1,441,000.00

Group 1: 100%
Contract No. 9603
Prefix: 4-1473
Prefix: 4-1043

WH:pf

9603

F

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-140	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	4-12-84	County Clatsop
MODIFICATION NUMBER 21		Project Number F 1(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,420,801.00	$ 1,437,800.00
Federal funds	$ 1,252,436.00	$ 1,267,420.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. F-1(26)

Gnat Creek-Westport Section
Columbia River Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE F-1(26)
Roadway (M.P. 70.90 to M.P. 76.64)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagmen	10.00	1,050	10,500.00	2,750	27,500.00	
		Subtotals	$10,500.00		$27,500.00	
					Increase	$ 17,000.00
					Subtotal of Prev. Estimate	1,279,445.30
					Subtotal	$1,296,445.30
					Engineering	141,354.70
					Total	$1,437,800.00

Length of Roadway - - - - - - - - 5.74 Mi.
C[illegible] of Roadway Per Mile - - - - $250,487.80

Federal Funds (88.15%) - - - - - $1,267,420.00
State Funds - - - - - - - - - - - 170,380.00
Total $1,437,800.00

Group 1 - 100%
Contract No. 9603
Prefix: 4-1473
Prefix: 4-1043

RHZ:mld

9603

STATE COPY 5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8 - 90	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 1		Project Number F-1(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,272,203.00	$ 1,420,801.00
Federal funds	$ 1,121,446.00	$ 1,252,436.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry C. Potts

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 28, 1983

Federal-Aid Project No. F-1(26)

Gnat Creek-Westport Section
Columbia River Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 70.90 to M.P. 76.64)

Subtotal of previous estimate of April 22, 1980	$ 1,130,847.30

Previous Estimate

C/"C" Asph. Conc. in Leveling	7,900 Ton	10.00	$ 79,000.00
Asph. Cement in Mixture	2,165 Ton	156.40	338,606.00
			$ 417,606.00

Revised Estimate

C/"C" Asph. Conc. in Leveling	15,800 Ton	10.00	$ 158,000.00
Asph. Cement in Mixture	2,610 Ton	156.40	408,204.00
			$ 566,204.00

Increase	$ 148,598.00
Subtotal	$ 1,279,445.30
Engineering	141,355.70
Total	$ 1,420,801.00

Length of Roadway	5.74 mi.
Cost of Roadway Per Mile	$ 247,526.30

Federal Funds	$ 1,252,436.00
State Funds	168,365.00
Total Cost	$ 1,420,801.00

Group 1 100%
Contract No.
Prefix: 4-1043

9603

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5 43	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-4-83	State Oregon County Clatsop Project No. F-1(26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, 1.0 mi. W. of Col. Co. Line, W.
"Gnat Cr.-Westport Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2[illegible]-83	5.74
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,272,203.00	$ 1,121,446.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 4 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. F-1(26)

Gnat Creek-Westport Section
Columbia River Highway
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (M.P. 70.90 to M.P. 76.64)

Furnishing Field Laboratory	1 Each	1,500.00 ~~2,000.00~~	$ 1,500.00
Mobilization		All Required	82,671.30
Temporary Protection and Direction of Traffic		All Required	29,000.00
Temporary Signs	436 Sq. Ft.	11.00	4,796.00
Temporary Barricades	4 Each	25.00	100.00
Temporary Delineators	300 Each	10.00	3,000.00
Flagmen	1,050 Hour	10.00	10,500.00
Pilot Car	375 Hour	40.00	15,000.00
General Excavation	500 Cu. Yd.	10.00	5,000.00
Removal of Structures and Obstructions		All Required	6,500.00
Watering	140 M-Gal.	12.00	1,680.00
Aggregate Shoulders	7,950 Ton	7.50	59,625.00
Cement Treated Base	850 Ton	32.04	27,234.00
Class "B" Asphalt Concrete Mixture	28,150 Ton	10.00	281,500.00
Class "C" Asphalt Concrete Mixture in Leveling	7,900 Ton	10.00	79,000.00
Asphalt Cement in Mixture	2,165 Ton	156.40	338,606.00
Asphalt in Tack Coat	60 Ton	210.00	12,600.00
12-inch Culvert Pipe	50 Lin. Ft.	12.00	600.00
18-inch Culvert Pipe	290 Lin. Ft.	15.00	4,350.00
Concrete Inlets, Type G-2	1 Each	500.00	500.00
Guard Rail, Type 2A	12,750 Lin. Ft.	9.00	114,750.00
Guard Rail Anchors, Type 1	26 Each	250.00	6,500.00
Rail End Pieces, Type C	23 Each	65.00	1,495.00
Adjusting Guard Rail	950 Lin. Ft.	2.00	1,900.00
Extra for Asphalt Approaches	48 Each	225.00	10,800.00
Drainage Curbs	7,400 Lin. Ft.	1.50	11,100.00
Delineators, Type 2	120 Each	19.00	2,280.00
Delineators, Type 3	30 Each	22.00	660.00
Delineators, Type 4	80 Each	10.00	800.00
			$ 1,114,047.30

Anticipated Items

Permanent Pavement Striping	All Required	$	9,100.00
Temporary Pavement Striping	All Required		2,700.00
Temporary Erosion Control	All Required		5,000.00
		$	16,800.00
	Subtotal	$	1,130,847.30
	Engineering		141,355.70
	Total	$	1,272,203.00

Length of Roadway -------------- 5.74 mi.
Cost of Roadway Per Mile ------- $221,638.15

Federal Funds (88.15%)----------	$ 1,121,446.00
State Funds --------------------	150,757.00
Total Cost	$ 1,272,203.00

Group 1	100%
Contract No.	9603
Prefix:	4-1473 (P.E.)
Prefix:	4-1043

Gnat Creek-Westport Section

Nonparticipating Items

State Responsibility for Damages	All Required	$ 5,000.00

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION GNAT CREEK - WESTPORT		WEEK ENDING Dec. 7, 1984 SECTION PREFIX 4-1043-900
HIGHWAY COLUMBIA RIVER		COUNTY CLATSOP
NAME OF JOB GNAT CREEK - WESTPORT	KIND OF WORK PAVING	
CONTRACTOR BOB ANGELL, INC.	CONTRACT NUMBER 9603	FEDERAL AID PROJECT NUMBER F-1(26)
DATE OF CONTRACT MARCH 29, 1983	DATE WORK STARTED MAY 9, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 147	WORK DAYS USED CALENDAR DAYS USED 147
PROJECT AUTHORIZATION: $1,424,828.21	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $1,303,980.90	ENGINEERING AUTHORIZATION $120,847.31	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $1,284,040.47 est. engr. $159,000.00	ENGINEERING COST TO DATE $157,728.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101
ESTIMATED PERCENT OVERRUN 1.2 %	PERCENT OF AUTHORIZATION 131 %	DATE PROJECT WAS COMPLETED SEPTEMBER 6, 1983

SEMIFINAL SUBMITTED: NOVEMBER 1, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	AGG. SHLDR.	OIL AND/OR PAVE	CTB
100	100	100	100	100	100

	GEN. EX.	AGG. SHLDR.	CTB	PAVING LEVELING	PAVING BASE & TOP
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500 CY	7,950 TON	850 TON	7,900 TON	28,150 TON
TOTAL QUANTITIES CORRECTED TO DATE		6,700 TON	870 TON	13,735 TON	29,887 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500 CY	6,700 TON	870 TON	13,735 TON	29,887 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2		147		
MONDAY 3		147		
TUESDAY 4		147		
WEDNESDAY 5		147		
THURSDAY 6		147		
FRIDAY 7		147		
SATURDAY		147		

RECEIVED
DEC 11 1984
CONSTRUCTION SECTION
F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No work activity.
MONDAY 3	"
TUESDAY 4	"
WEDNESDAY 5	"
THURSDAY 6	"
FRIDAY 7	"
SATURDAY	"

REMARKS

Second Notification issued effective September 6, 1983.

Third notification issued effective December 7, 1984

This is the final weekly report

Summary of overruns and underruns:
No change since last report.

SIGNED C Anderson
CHET ANDERSON
PROJECT MANAGER
LOCATION ASTORIA

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

F

March 14, 1984

Bayview Transit Mix
950 Olney Avenue
Astoria, OR 97103

CON 5
#9603

Attention: Joe Perrigo

Gentlemen:

Chet Anderson in Astoria has forwarded your letter of March 1, 1984, stating that you have received a check in the amount of $604.80 from Angell Construction Company.

You state this is in reference to the Bob Angell, Inc., Contract No. 9603 for paving the Gnat Creek-Westport Section of the Columbia River Highway in Clatsop County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Bob Angell, Inc.
641-6th
Eastside, OR 97420

RWG:kjm

Noted on card
3-14-84
kjm

TELEPHONE 503/325-3562

READY MIX CONCRETE

BAYVIEW TRANSIT MIX
950 OLNEY AVENUE
ASTORIA, OREGON 97103

March 1, 1984

Mr. Chet Anderson
Oregon State Highway Department
P.O. Box 1104
Astoria, Or. 97103

Re: Angell Const. Co.
OSHD Contract #9603

Dear Chet:

A check in the amount of $604.80 was received on February 6, 1984, from the Angell Construction Company. This cleared our past due statement of November 21, 1983. Thank you very much for your help.

Sincerely,

Joe Perrigo

Joe. Perrigo

RECEIVED
MAR - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9603

F

COPY

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
DOUGLAS A. STAMM
DOREEN S. MARGOLIN
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

SUITE 1300
1001 SOUTHWEST FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-5430
CABLE: LINWOOD
TELEX: 360334
296522
TELECOPIER 503-241-7235

March 13, 1984

CERTIFIED RETURN
RECEIPT REQUESTED

Bob Angell, Inc.
641 Sixth
Eastside, Oregon 97420

Re: Cascade Aggregates, Inc.
Breach of Contract - Bob Angell, Inc.
$24,724.26
Our file: 093/84:JDM/DAS

Gentlemen:

This office has been retained by Cascade Aggregates, Inc. to collect $24,724.26 for aggregate delivered pursuant to your agreement on the Gnat Creek-Westport Section Project, Columbia River Highway, Clatsop County, Contract No. 9603.

This is demand for payment in full of $24,724.26 within ten days from the date of this letter. If payment in full has not been received or other arrangements agreed to by us in writing by that time, we have been instructed to immediately proceed to file suit to collect the amount due under your agreement, plus pre-judgment interest, attorney's fees and costs as allowed by law.

12-13 claim
filed in [illegible] amt-
[illegible]
of the letter

Now that this matter is in our hands, we ask that all further correspondence be directed to the undersigned.

Your prompt payment is appreciated.

Very truly yours,

/s/ DOUGLAS A. STAMM

DOUGLAS A. STAMM

DAS2/146
cc: United Pacific Insurance Co.

✓ Dept. of Transportation *
Attn: Robert W. Gormsen

Cascade Aggregates, Inc.
Attn: Ronald E. Schwarz

*Your file: CON 5
#9603

RECEIVED
MAR 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9623-

CL 84-43

FILED
FEB 2[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9603

Bayview Transit Mix
950 Olney Avenue
Astoria, OR 97103

Attention: Joseph G. Perrigo
Secretary/Treasurer

RECEIVED
FEB 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge your letter dated February 3, 1984, to Chet Anderson of the Highway Division in Astoria filing a claim against the following contract:

FILED BY:	Bayview Transit Mix
AMOUNT:	$623.08 plus interest
FOR:	Material
AGAINST (Prime contractor):	Bob Angell, Inc.
CONTRACT NO.:	9603
PROJECT:	Gnat Creek-Westport Section, Columbia River Highway, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Campbell, Galt & Newlands, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

NOTED
3-8-84 dc

Robert W. Gormsen
COMMISSION SERVICES

cc: Bob Angell, Inc.
641 6th
Eastside, OR 97420

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1984

Bayview Transit Mix
950 Olney Avenue
Astoria, OR 97103

RECEIVED
FEB 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO FILE NO.:
CON 5
#9603

Attention: Joseph G. Perrigo
Secretary/Treasurer

Gentlemen:

This will acknowledge your letter dated February 3, 1984, to Chet Anderson of the Highway Division in Astoria filing a claim against the following contract:

FILED BY:	Bayview Transit Mix
* AMOUNT:	$623.08 plus interest
FOR:	Material
AGAINST (Prime contractor):	Bob Angell, Inc.
CONTRACT NO.:	9603
PROJECT:	Gnat Creek-Westport Section, Columbia River Highway, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Campbell, Galt & Newlands, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: ✓ Bob Angell, Inc.
641 6th
Eastside, OR 97420

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

* This amount due Bayview Transit Mix was paid by Bob Angell Inc - Jan 31-83 - Ck No 24818.

Mariam H. Angell Sec Bob Angell Inc

731-0146

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Patterson
Construction Office Manager

DATE: February 3, 1984

FROM: Chet Anderson, Project Manager

SUBJECT: Notice of Claim on Project for Unpaid Debt
Gnat Creek-Westport Project
Columbia River Highway
Clatsop County
Contract 9603

For your files attached is a letter from Bayview Transit Mix indicating what could be considered to be a claim on the project's bond for unpaid materials provided to Bob Angell, Inc. the prime contractor on the subject project.

cc: G. Wimer
file

encl: letter from Bayview Transit

CE
OCS
RECEIVED
FEB 7 1984
CONSTRUCTION SECTION
OM
CA
LS
TC

RECEIVED
FEB 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TELEPHONE 503/325-3562 READY MIX CONCRETE

BAYVIEW TRANSIT MIX
950 OLNEY AVENUE
ASTORIA, OREGON 97103

February 3, 1984

Mr. Chet Anderson
Oregon State Highway Department
Astoria, Oregon 97103

Re: Angell Construction Co.
OSHD Contract # 9603

Dear Chet:

This letter is to advise you that Angell Construction Company has not paid any part of their debt for material requested on OSHD Contract #9603. Several phone calls to their office has not produced results, other than check would be mailed, check has been mailed and check was in process of being mailed.

Total amount of debt including interest through January 31, 1984, is $ 623.08.

Sincerely,

Joe Perrigo

Joseph G. Perrigo
Sec/Trea

cc: Angell Const. Co.

RECEIVED
FEB 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-279

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NORMA PAULUS
SECRETARY OF STATE

December 19, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9603

Cascade Aggregates, Inc.
PO Box 4267
Portland, OR 97208

Attention: Ronald E. Schwarz

Gentlemen:

This will acknowledge your letter of December 13, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Cascade Aggregates, Inc.
AMOUNT:	$24,724.26
FOR:	Aggregate delivered
AGAINST (Prime contractor)	Bob Angell, Inc.
CONTRACT NO.:	9603
PROJECT:	Gnat Creek-Westport Section, Columbia River Highway, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Campbell, Galt & Newlands, Inc.

We note that you have advised the surety and the contractor of this claim. We will forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
12-27-83 Ejm

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Bob Angell, Inc.
641 6th
Eastside, OR 97420

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Cascade Aggregates, Inc.
P.O. BOX 4267 PORTLAND, OR. 97208
248-0489 Portland 543-7116 Scappoose

December 13, 1983

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen

Re: Bob Angell, Inc.
Contract No. 9603

Dear Mr. Gormsen,

Cascade Aggregates, Inc. wishes to file a claim for $ 24,724.26 on the Bob Angell, Inc. Contract No. 9603, Gnat Creek - Westport section of the Columbia River Highway in Clatsop county.

The amount of the claim is for the balance owed on aggregate delivered to the Westport site for the above project.

Sincerely,

Ronald E. Schwarz

Ronald E. Schwarz
President

CC: United Pacific Insurance Company
Campbell, Galt & Newlands, Inc.
Mr. Jon Morris - Cascade Construction Co., Inc.

RES:pp

RECEIVED
DEC 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Equal Opportunity Employer

December 8, 1983

Cascade Aggregates, Inc.
PO Box 4267
Portland, OR 97208

CON 5
#9603

Attention: Jon E. Morris
Treasurer

Gentlemen:

This is in response to your letter of November 23 requesting the name of the surety on Contract No. 9603 with Bob Angell, Inc., for work on the Gnat Creek-Westport Section of the Columbia River Highway in Clatsop County.

The surety is:
United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

The agent is:
Campbell, Galt & Newlands, Inc.
921 SW Washington, Suite 333
Portland, OR 97205

We assume that your letter of November 23 was not a claim letter and you were only seeking the above information. If you wish to file a claim for $51,259.54, please let us know.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm

Cascade Aggregates, Inc.
P.O. BOX 4267 PORTLAND, OR. 97208
248-0489 Portland 543-7116 Scappoose

November 23, 1983

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Services

Gentlemen:

Re: OSHD No. ~~9306~~ 9603
Gnat Creek-Westport Section

Cascade Aggregates, Inc. was a material supplier to your contractor, Bob Angell, Inc., on the above project. Our records indicate the following detail:

Total material delivered to job site	$276,678.00
Less payments received through 11-2-83	225,418.46
Balance due	51,259.54

We request from your office the surety information on this project as we are unable to collect the balance due from Bob Angell, Inc.

Your assistance is appreciated.

222-6421

Yours very truly,

CASCADE AGGREGATES, INC.

Jon E. Morris
Treasurer

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Bob Angell, Inc.
Chester Anderson, Project Manager

Equal Opportunity Employer

9603 CL 83-238

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 9 1983
NORMA PAULUS
SECRETARY OF STATE

November 4, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9603

Vinson Trucking
PO Box 945
Astoria, OR 97103

Dear Mr. Vinson:

This will acknowledge your letter of October 21, 1983, with attached invoices filing a claim against the following Highway Division contract:

FILED BY:	Vinson Trucking
AMOUNT:	$883.00
AGAINST (Prime contractor)	Bob Angell, Inc.
SUBCONTRACTOR:	Smith and Bear Trucking Co.
CONTRACT NO.:	9603
PROJECT:	Gnat Creek-Westport Section, Columbia River Highway, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Campbell, Galt & Newlands, Inc.

NOTED ON CARD
Nov. 14, 1983

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Bob Angell
641-6th
Eastside, OR 97420

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

9603

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 4, 1983

Paid 11-1-83 ck 1180 ②

IN REPLY REFER TO FILE NO.:
CON 5
#9603

Vinson Trucking
PO Box 945
Astoria, OR 97103

Dear Mr. Vinson:

This will acknowledge your letter of October 21, 1983, with attached invoices filing a claim against the following Highway Division contract:

FILED BY:	Vinson Trucking
AMOUNT:	$883.00
AGAINST (Prime contractor)	Bob Angell, Inc.
SUBCONTRACTOR:	Smith and Bear Trucking Co.
CONTRACT NO.:	9603
PROJECT:	Gnat Creek-Westport Section, Columbia River Highway, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Campbell, Galt & Newlands, Inc.

ok Ⓐ

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

✓ Bob Angell, Inc.
641-6th
Eastside, OR 97420

Vinson Trucking
P.O.B. 945
Astoria, Oregon 97103

October 21, 1983

Smith and Bear Trucking
425 W. Lockhart
Coos Bay, Ore 97420

Angell Asphalt and Aggregate
State Highway Dept. Astoria
Campbell, Galt, and Newlands att: Hilary Kennedy

This letter is to inform concerned parties of yet unpaid bills for work performed by Vinson Trucking co. on the Westport- Gnat creek job contracted by Angell Asphalt and Aggregate in June July and August of 1983.

The portion of the work done that was to be paid by Smith and Bear Trucking co. has an outstanding balance as of this date of $883.00 Copies of the bills and dates and amounts paid are included.

June $2935.64	Paid in full Aug.1	
July $3398.42	Paid $3061.09	Sept.1
Aug. $1946.37	Paid $1400.63	Oct. 11

Outstanding balance $883.00

Pd in full
11-1-83
ch 7180

Vinson Trucking co.

Dennis Vinson

RECEIVED
NOV 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Patterson
Construction Office Manager

DATE: October 26, 1983

FROM: for: Chet Anderson
Project Mam ger

SUBJECT: Notice of Claim on Project for Unpaid Services
Gnat Creek-Westport Project
Columbia River Highway
Clatsop,County
Contract 9603

For your files attached is a letter from Vinson Trucking indicating what could be considered to be a claim on the project's bond for unpaid trucking services provided to Bob Angell, Inc. the prime contractor on the Gnat Creek-Westport project, contract 9603.

cc: G. Wimer, Region 2
file

encl: letter from Vinson Trucking w/attach.

325-2320

RECEIVED
OCT 28 1983
CONSTRUCTION SECTION
CE
CAE
FOE
OCS
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OM ✓
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RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
H. H. PATTERSON

4756

WESTPORT

CUSTOMER'S ORDER NO.	DEPT.	DATE 6-5-83
NAME Smith & Bear		
ADDRESS		

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE.RETD.	PAID OUT

QUAN.		DESCRIPTION	PRICE	AMOUNT	
	1	6-13 43.63 Tons 2hrs. Stby		101	23
	2	6-14 236.15 Tons 1.5 hrs Stby		279	25
	3	6-15 179.25 Tons 3.5 hrs. Stby		280	05
	4	6-16 289.14 Tons 2.5 hrs Stby		311	
	5	6-20 211.18 Tons 4 hrs. Stby		326	38
	6	6-21 335.58 Tons. 1.5 hrs, Stby		378	20
	7	6-22 219.69 Tons 2hrs. Stby		277	79
	8	6-27 316.32 Tons. 1.5 hrs. Stby		359	20
	9	6-28 196.87 Tons 4 hrs. Stby		306	
	10	6-29 190.93 Tons 1 hr.		149	22
	11	6-30 144.21 45 min		165	81
	12				
	13	Total		2935	64
	14				
	15	pd			
	16				
	17				
	18				

REC'D BY

5L350/01350

KEEP THIS SLIP FOR REFERENCE

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1767

July - Angell - Westport

CUSTOMER'S ORDER NO.	DEPT.	DATE 8-2-83
NAME Vinson Trucking		
ADDRESS P.O.B. 945 Astoria, Ore 97103		

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE.RETD.	PAID OUT

QUAN.		DESCRIPTION	PRICE	AMOUNT	
	1	7-6-83 168.86 Tons 2½ hr. Stby		226	00
	2	7-6-83 118.46 " 4.5 Stby		248	06
	3	7-11-83 339.62 1.5 hrs.		382	62
	4	7-18 475.34 Tons 0		475	34
	5	7-20 455.47 T 1 hr.		487	27
	6	7-21 528.30 Tons 0		528	30
	7	7-22 216.29 Tons 1 hr.		245	09
	8	7-28 383.77 Tons 0		383	77
	9	7-29 382.97 1 hr.		411	11
	10				
	11				
	12	Total		3398	42
	13				
	14				
	15	pd			
	16	3061.09			
	17				
	18				

REC'D BY

5L350/01350

KEEP THIS SLIP FOR REFERENCE

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4780

CUSTOMER'S ORDER NO.	DEPT.	DATE 8-27-83
NAME Angell Paving		
ADDRESS P.O.B. 4318 Eastside Ore. 97420		

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MDSE RETD.	PAID OUT

QUAN		DESCRIPTION	PRICE	AMOUNT	
	1	8-11 Shoulder Rk. 8 hrs.		384	00
	2	8-16 " " 8.5 hrs.		408	00
	3	8-17 " " 8.0		384	00
	4	8-18 " " 7 hrs.		336	00
	5	8-19 " " 4.5		216	00
	6	8-22 " " 7.5		360	00
	7				
	8	Total		2088	00
	9				
	10	Pd			
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18				

REC'D BY

5L350/01350

KEEP THIS SLIP FOR REFERENCE

4778

Angell - Westport

CUSTOMER'S ORDER NO.	DEPT.	DATE 7-19-83
NAME Vinson Trucking.		
ADDRESS P.O.B. 945 Astoria, Ore. 97103		

SOLD BY	CASH	C.O.D	CHARGE	ON ACCT	MDSE RETD.	PAID OUT

QUAN.		DESCRIPTION	PRICE	AMOUNT	
	1				
	2	Previous bill July		3398	92
	3				
	4	8-2-83 414.18 Tons 1hr. Stby		442	98
	5	8-3 316.72 Tons 1/2 hr. Stby		330	12
	6	8-4 229.36 T 1/2 hr Stby		257	15
	7	8-5 218.37 1 hr.		247	17
	8	8-8 120.08 1/2 hr.		134	48
	9	8-9 408.67 1 hr.		437	47
	10	End of Job.			
	11				
	12	Total		5344	79
	13				
	14				
	15	pd.			
	16	1400.63			
	17	Owe total 883.07			
	18				

REC'D BY

5L350/01350

KEEP THIS SLIP FOR REFERENCE

[illegible]

Oregon Department of Transportation

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

10-7-83

1-P

PROJECT NAME (SECTION)
Gnat Creek-Westport

CONTRACT NO.
9603

HIGHWAY
Columbia River

COUNTY
Clatsop

PREFIX
4-1043

CONTRACTOR'S NAME AND ADDRESS

Bob Angell, Inc.
PO Box 4288
Eastside, OR 97420

F.A. PROJECT NO.
F [illegible]-1(26)

DATE PREPARED
10/3/83

EXTRA WORK ORDER NO.
3

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

SEE ATTACHED SHEET.

LOCATION OF WORK (STATION NUMBERS) —

See "Description of Work to be Done" for locations.

COST ESTIMATE (LABOR EQUIPMENT AND MATERIALS) —

Materials..............	$ 850.00
Equipment..............	2,300.00
Labor..................	4,100.00
Total..................	$7,250.00

SPECIFICATIONS AND OTHER PROVISIONS —

Work and materials done under this Extra Work Order to meet project specifications and/or direction of engineer. All materials and work used on this Extra Work Order to be accepted by such testing and monitoring as the engineer determines is necessary to assure compliance with the specifications.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

PROJECT AUTHORIZATION	$ 1,424,828.21
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER	$ 1,451,000.00
ESTIMATED OVERRUN UNDERRUN 2 %	$ 26,200.00

SUBMITTED BY (RESIDENT ENGINEER)
C. Anderson

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED

APPROVED (CONSTRUCTION)
Duane O. Christensen

DATE
10/7/83

Extra Work Order No. 3
Gnat Creek-Westport Project
Contract 9603

Description of work to be done:

1) Aggregate covering guardrail Left Station 123+50±: Trim up and pave with AC up slope about 1 foot.th

2) Remove curb ahead of Station 127+25 Left, 32'±, patch with AC as needed.

3) Remove curb aheas of Station 157+75 Left, 25'±, patch with AC as needed.

4) Access road Right Station 175+00±: Extend 12-inch concrete culvert pipe, one section downhill, two sections uphill, cover with pit run material, widen approach on uphill side with AC material.

5) Right Station 183+50±: Dig out shoulder rock where washout is occuring and place pit run material.

6) Left Station 216+75±: Remove 18'+ of concrete curb, hand form AC curb under rail approximately to next to last guardrail post, 35'±.

7) Left Station 248+50+: Remove 37½'+ of concrete curb, dig out shoulder aggregate, place fabric filter blanket, cover with pit run material, pave with AC to at least one foot back of guardrail posts. Fill holes in existing AC embankment with new AC material.

~~8) Adjust mailbox post on Driscoll Road radius.~~

October 6, 1983

CON

Bob Angell, Inc.
P. O. Box 4288
Eastside, OR 97420

Second Time Extension Request
Gnat Creek-Westport Section
Contract No. 9603
FAP No. F-1(26)

Your second request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional seven calendar days is granted due to performance of ditch paving work under Order for Extra Work No. 2.

The adjusted contract time for completion of this contract is 147 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter	
C. T. Keasey	
C. O. Fredrickson	w/att.
Chet Anderson	w/att.
FHWA	w/att.
Bob Church	

STATE OF OREGON
Highway Division - Region 2

4-1043
INTEROFFICE MEMO
378-2626

TO: D. O. Christensen
ACTING CONSTRUCTION ENGINEER

DATE: September 29, 1983

FROM: Gerald W. Wimer Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Second Time Extension Request
Gnat Cr.-Westport Section
Columbia River Highway
Contract 9603

Bob Angell, Inc., by the attached formal request, which includes the consent of his surety, again asked for an adjustment of the time on the subject project. The original contract provided 125 calendar days (cd). Assistant State Highway Engineer W. E. Schwartz, by August 15, 1983, letter increased this by 15 cd to a new total of 140 cd. The current request is for another ten cd for a new total of 150 cd. They base their request upon the ditch paving belatedly authorized under E.W.O. No. 2.

Project Manager Chet Anderson, in his attached September 27, 1983, transmittal letter analyzes that although the ditch paving was completed in three working days, that weather and weekend delays actually resulted in seven or eight calendar days to accomplish this ditch paving. He believes ten cd a reasonable extension for this additional work.

The project was actually completed on September 6, 1983, the 147th calendar day. This means seven cd more than previsouly granted. That amount of time is justified by Mr. Anderson and recommended by this office.

10-3-83

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 7 c.D. time extension due to work performed under EWO No. 2 - This will eliminate liquidated damages under this contract.

O. B. Jackmond

GW/rgb
w/attch.

cc: Chet Anderson w/o attch.

CE
1 CAE ✓
2 FOE
OCS
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SEP 30 1983
CONSTRUCTION SECTION
OM
CA
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CP

August 15, 1983

CON

Bob Angell, Inc.
P. O. Box 4288
Eastside, OR 97420

NOTED
W. E. SCHWARTZ

Time Extension Request
Gnat Creek-Westport
Contract No. 9603
FAP No. F-1(26)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 15 calendar days is granted due to the work done under Price Agreement Nos. 1 and 2. The adjusted contract time for completion of this project is 140 calendar days.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Chet Anderson.

Keasey

For W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Chet Anderson w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: August 9, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Gnat Cr. - Westport Section
Columbia River Highway
Contract 9603
4-1043

Bob Angell, Inc., by the attached formal request, asks that the authorized 125 calendar days (cd) be increased by 30 to a new total of 155 cd. He bases his request upon the added time that it took to do price agreement Nos. 1 and 2.

Project Manager Chet Anderson, in his attached July 29, 1983, letter analyses that it took 5 and 10 cd, respectively, to complete the work called for by these two price agreements. His analysis is reasonable.

With the 15 cd recommended, a new total of 140 cd would prevail. This compares to the current charges as of last Saturday night, August 6, 1983, of 120 cd. That means the contractor will have nearly three weeks in which to complete the project; a reasonable prospect.

8-12-83

W. E. Schwartz –

I concur with Project Manager and Region and recommend a time extension of 15 calendar days.

GW/rgb
attch.

cc: Chet Anderson

RECEIVED
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C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: July 6, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Gnat Creek-Westport Section
Columbia River Highway, Clatsop County
Contract No. 9603

Work began on this federal-aid primary paving project on May 9 and it now appears that the final cost will exceed the project authorization by $147,000 or 11.5 percent.

Severe rutting and distortion of the pavement was revealed by field measurements taken after the contract was awarded. These indicate that the amount of asphalt concrete mixture to be used in leveling will be double the amount provided in the contract. The additional A.C. mixture, together with the asphalt cement in the mixture, is expected to add some $153,000 to the cost of the project. Construction engineering is also expected to overrun on this job to handle the additional inspection work required. Elimination of all further contingency allowance offsets a portion of the anticipated overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $147,000 to a new total of $1,424,828.21. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: June 17, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Gnat Creek-Westport Section
Columbia River Highway, Clatsop County
Contract No. 9603

Work began on this federal-aid primary paving project on May 9, 1983, and it now appears that the final cost will exceed the project authorization by $147,000.00 or 11.5 percent.

Severe rutting and distortion of the pavement was revealed by field measurements taken after the contract was awarded. These indicate that the amount of asphalt concrete mixture to be used in leveling will be double the amount provided in the contract. The additional A.C. mixture, together with the asphalt cement in the mixture, is expected to add some $153,000 to the cost of the project. Construction engineering is also expected to overrun on this job to handle the additional inspection work required. Elimination of all further contingency allowance offsets a portion of the anticipated overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $147,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Chet Anderson
R. D. Church
D. E. Swan

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Gnat Creek - Westport Date May 12, 1983

Highway Columbia River Contract No. 9603

County Clatsop Kind of Work Paving Contractor Bob Angell, Inc.

	Authorized	Estimated
Contract Amount	$1,114,047.30	$1,282,180.90
Anticipated Items	21,800.00	21,800.00
Contingency (4½%)	51,113.13	0
Engineering	90,867.78	120,847.31 ~~120,867.78~~
Credits	0	0
PROJECT COST	$1,277,828.21	1,424,828.21 ~~$1,424,848.68~~

NET INCREASE $ 147,000.00 ~~-147,020.47~~ OR 11.5 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
15 Class "C" AC (Additional 7900 ton @ $10.00/ton)	(C)	$158,000.00	+$79,000.00
16 Asphalt Cement in Mix (Addtl. 474 ton @ $156.40/ton)	(C)	412,739.60	+ 74,133.60
PA #1 Fill Sunken Grade	(U)	15,000.00	+ 15,000.00
Contingency	(C)	0	- 51,113.13
Engineering for extra leveling and PA #1	(C)	120,867.78	+ 30,000.00
Total			+$147,020.47

Principal reasons for overruns (Continue on reverse side): After taking cross-sections over the entire project, it has been determined that an increased amount of AC is needed for leveling and reshaping the existing roadway. Also additional work is needed to relevel and bring into adequate shape a short section of badly distorted roadway.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Chet Anderson C Anderson
Resident Engineer

Noted by O. B. Jackmond
For Construction or ~~Bridge~~ Engineer

Confirmed by
Regional Engineer

Noted by
Deputy or State Highway Engineer

[illegible]

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
Pacific Highway, Jackson and Josephine Counties
Paving

Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
Green Springs Highway, Klamath County
Paving

Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

Same as No. 1.

6. Salmon Creek-Salt Creek
Willamette Highway, Land County
Paving

Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
Pacific Highway East, Marion County
Grading, Paving and Signals

Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
Columbia River Highway, Multnomah County
Paving

Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

Same as No. 1.

9. Booth Lane-Imbler
Wallowa Lake Highway, Union County
Paving

Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9603

6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(26)
2. STATE PROJECT NO. See below
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30058
2A. COUNTY NAME Clatsop
6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83
8. FEDERAL ROUTE NUMBER Primary 1
9. STATE ROUTE NUMBER Primary 2W
10. GENERAL LOCATION:

Gnat Creek - Westport Section

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$9,100
Temporary Pavement Striping S.F.	2,700
Temporary Erosion Control	5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reivewed and are approved at a total estimated cost of $1,427,496, Federal funds $1,258,337.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
Swan
FOR
Info Inves R/D D/R Sign Act File

Orig to
3/7

14. DATE 2-23-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

9603

B

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-1-1(-)
Gnat Creek-Westport Section
Columbia River Highway

Date: January 25, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project, as proposed in Mr. Versteeg's January 21, 1983 letter, would preserve from continued deterioration a 5.7 mile section of highway by overlaying with AC the existing 32 foot width roadway. The section lies approximately 20 miles easterly of Astoria and has an ADT of 3000 to 4000. To obtain standard eight foot shoulders would require additional right-of-way and considerable grading work which would add substantially to the cost.

Due to the limited funding and the deteriorated condition of the existing pavement, I concur in an exception to the design standards for shoulder widths on this project.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (J H Versteeg)

RECEIVED
STATE HWY ENGR
JAN 31 '83
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
						X

RECEIVED
TECHNICAL SERVICES
FEB 2 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9603

3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1983

In Reply Refer to
File No.:
DES 16

NOTED
H. S. COULTER

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

NOTED
E. S. HUNTER

Gnat Creek-Westport Section
Columbia River Highway
Clatsop County

This letter is to request an exception to the standards for shoulder widths on this project.

This is a Federal-aid overlay project for the repair and preservation of 5.7 miles of the Columbia River Highway. The project lies approximately 20 miles easterly of Astoria. It has an ADT of 3,000 - 4,000. The shoulder widths are predominantly four feet.

To obtain a standard eight-foot shoulder would require excessive grading costs and require additional right-of-way. The project has limited funding.

Even though the shoulders are not standard, we find it in the public interest to overlay this section of highway for its preservation rather than allow its continued deterioration. We ask for your concurrence in this request.

E. S. Hunter P.E., P.L.S.
Ass't. State Highway Engineer
for Technical Services

by

J H Versteeg

J. H. Versteeg
Road Design Engineer

NEM:rw
cc: E. S. Hunter
C. O. Fredrickson
F. E. Terpin
D. E. Swan
N. E. Mann

RECEIVED
STATE HWY ENGR
JAN 21 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
TECHNICAL SERVICES
JAN 21 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

2W,

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX: 4-1A53

1 - IDENTIFICATION

PROJECT NAME: Gnat Creek - Westport

HIGHWAY NAME: Lower Columbia River

HIGHWAY NUMBER: 2-W

REGION 2	ADMINISTRATIVE DISTRICT	COUNTY Clatsop	CITY
LENGTH 5.9	MILEPOST NUMBER 70.9 TO 76.8	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The purpose of the project is to overlay the existing roadway from where the previous job ended east of Gnat Creek to just west of Plympton Creek where another recent project ended. In addition, the existing guard rail will be evaluated to determine what needs to be done to bring it up to current standards.

1 Versteeg ✓
Anderson
2 Adams
3 Ols
Sullivan
Terpin
Troon
4 Wakerlig

RECEIVED
MAY 1 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring in
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 3100 - 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: R.R.R.

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 5/4/82

REFERRED TO
Beard
Cole
Erikson
Hager
Stoudenmeyer
2 Mann
1 Watson
Dorn
Leu
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BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTINC UMBER AND WIDTH	PRC SED NUMBER AND WIDTH
TRAVEL LANES	2 - (12')	same
SHOULDERS	2 - var. 4' to 8'	same
MEDIANS	none	——
PARKING LANES	none	——
SIDEWALKS	none	——
BIKEWAYS	shoulder	shoulder
INTERCHANGES	1 - Wauna	same
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	— —
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	— —
CORRIDOR APPROVAL	( )	— —
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	— —
DESIGN APPROVAL/FINAL EIS	( )	— —
RIGHT-OF-WAY DESCRIPTIONS	( )	— —
RIGHT-OF-WAY ACQUISITION	( )	— —
P.S. & E. DOCUMENTS	( )	1

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Pavement		4"

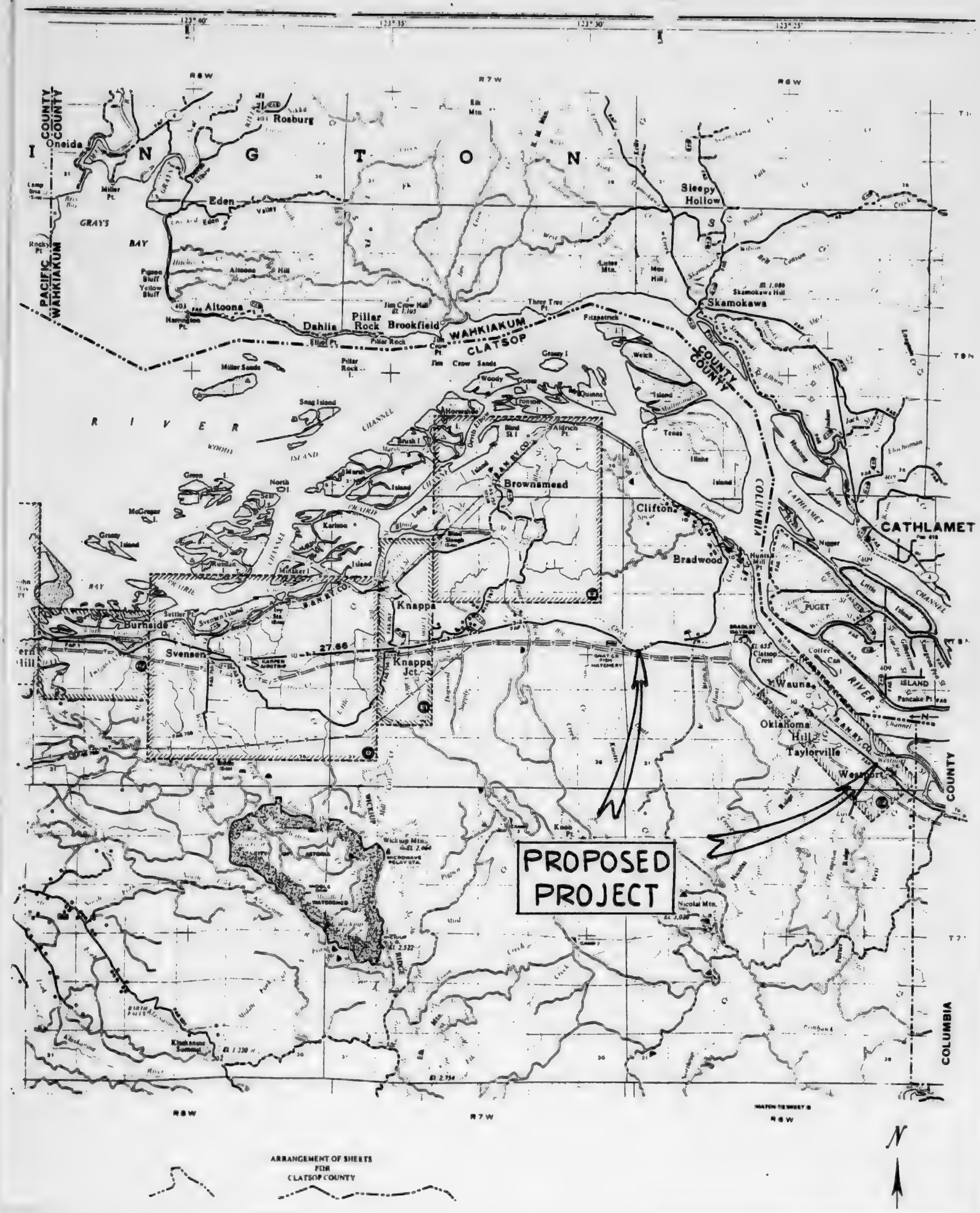
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,500	12,100
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,530,000	
OTHER		
ENGINEERING & CONTINGENCIES	461,000	
PROJECT TOTAL	1,993,500	2.003,100

SUBMITTED BY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R8W
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R6W
PACIFIC COUNTY
WAHKIAKUM COUNTY
Oneida
Rosburg
I N G T O N
Eden
Grays Bay
Altoona
Dahlia
Pillar Rock
Brookfield
Sleepy Hollow
Skamokawa
WAHKIAKUM
CLATSOP
COUNTY
RIVER
Brownsmead
Clifton
Bradwood
Knappa
Burnside
Svensen
Knappa Jct.
CATHLAMET
PUGET ISLAND
Wauna
Oklahoma Hill
Taylorville
Westport
COLUMBIA
COLUMBIA COUNTY
Nicolai Mtn.
Wickiup Mtn.
ARRANGEMENT OF SHEETS FOR CLATSOP COUNTY
N

PROPOSED PROJECT

1983 Drain Slide Sec. of the 9604
Drain-Yoncalla Hwy.
(Grading and paving)

96...

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-57(3)
COMPLETION DATE (Actual) 8-30-83	ACCEPTANCE DATE BY CONRTACT AGENCY 2-3-84	TIME ELAPSED 82 %	CONTRACT TIME 120 C.D.

LOCATION

S.R. 99, 0.3 miles south of Drain

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

DRAIN SLIDE SECTION
DRAIN - YONCALLA HIGHWAY
Grading and Paving

This project provided for the construction of roadbed grading (4800 CY), aggregate base (1900 tons), asphalt concrete pavement (700 tons), and other incidental work common to this type project. A contract in the bid amount of $111,814.50 was awarded Roseburg Paving Co. on March 22, 1983. Work began on April 18, 1983 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on August 30, 1983 at a final estimated cost of $277,416.45 which includes $177,023.48 for original bid item work, $39,924.60 for work completed under approved price agreements, $10,231.37 for force account work, $2,137.00 for State Force work and $48,100.00 for construction engineering.

The State has satisfactory explained all overruns and underruns. A copy of the explanation is attached to the division office copy of this report.

NOTED
W. E. SCHWARTZ
dj
10/2

RECEIVED
STAT HWY ENGR
SEP 28 '84
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9/27/84	TITLE Field Operations Engineer	DATE 9/27/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9604

F

February 27, 1984

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9604

Gentlemen or Ladies:

On February 10, 1984, we wrote to you concerning release of final payment on Contract No. 9604 awarded to Roseburg Paving Co., for work on the Drain Slide Section of the Drain-Yoncalla Highway in Douglas County.

Final payment on this contract is $1,273.58 and the total contract amount is $227,179.45, including $10,231.37 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Roseburg Paving Co.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
James Gix

226

ROAD DESIGN SECTION 378-6553

Jan., 3, 1984
~~December 22, 1983~~

Jim Gix
Region 3 Engineer, ROSEBURG

W. H. Wakerlig
Right of Way Descriptions Supervisor

Drain Slide
Drain-Yoncalla Highway
Douglas County

1 Versteeg ✓
Anderson
Adams
[illegible]
[illegible]
Turpin
Trost
Wakerlig

RECEIVED
JAN 03 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map (1R-4-812) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

9604

5

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Drain Slide	WEEK ENDING: 10/22/83
		SECTION PREFIX: 110-1018
	HIGHWAY: Drain-Yoncalla	COUNTY: Douglas
NAME OF JOB: Drain Slide	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roseburg Paving, Inc.	CONTRACT NUMBER: 9604	FEDERAL AID PROJECT NUMBER: F-57 (3)
DATE OF CONTRACT: March 22, 1983	DATE WORK STARTED: April 18, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 120	WORK DAYS USED: CALENDAR DAYS USED: 98.5
PROJECT AUTHORIZATION: $ 304,467.96	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 82
EXCLUSIVE OF ENGINEERING: $ 262,467.96	ENGINEERING AUTHORIZATION: $ 42,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 241,001.04	ENGINEERING COST TO DATE: $ 48,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: -8.2 %	PERCENT OF AUTHORIZATION: 115 %	DATE PROJECT WAS COMPLETED: 8/30/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.21	0.21			0.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.21	0.21			0.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,000 c.y	1,900 ton			700 ton
TOTAL QUANTITIES CORRECTED TO DATE	14,400 c.y	1,800 c.y.			700 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,400 c.y	1,800 c.y.			700 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16		0		
MONDAY 17		0		
TUESDAY 18		0		
WEDNESDAY 19		0		
THURSDAY 20		0		
FRIDAY 21		0		
SATURDAY 22		0		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

16 SUNDAY	
17 MONDAY	No work. Project complete
18 TUESDAY	No work
19 WEDNESDAY	No work
20 THURSDAY	No work
21 FRIDAY	No work
22 SATURDAY	No work

REMARKS

SEMI-FINAL SUBMITTED. FINAL REPORT.

SIGNED M. S. Havig LOCATION Roseburg

Marty Havig, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

rll

U. S. DEPARTMENT OF TRANSPOR[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-57(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20117

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/30/83

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Secondary 237

10. GENERAL LOCATION:

Drain Slide Section

11. GENERAL DESCRIPTION OF WORK

Emergency Slide Removal at Station 12+50 Rt.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/30/83 as requested in Mr. Keasey's letter of 10/10/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $2,000 Federal Funds $1,763.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | Fi

Orig to
10/20

14. DATE 10/13/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9604

STATE COPY 5

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
10-62

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-12-83

State
Oregon

County
Douglas

Project Number
F-57(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 255,000.00	$ 285,000.00
Federal funds	$ 224,782.00	$ 251,227.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 10, 1983

Federal-Aid Project No. F-57(3)

Drain Slide Section
Drain-Yoncalla Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 6+65 to Sta. 17+00)

Subtotal of previous estimate of August 12, 1983			$ 227,372.41
Previous Estimate			
Flagman	458 Hour	15.00	$ 6,870.00
Revised Estimate			
Flagman	752 Hour	15.00	$ 11,280.00
Concrete Shoulder Barrier (P.A. #6)	All Required		16,500.00
12" Culv. Pipe (P.A. #7)	All Required		1,000.00
24" Culv. Pipe (P.A. #8)	All Required		1,862.00
Emergency Slide Repair (SFO # 3)	All Required		2,000.00
			$ 32,642.00
		Increase	$ 25,772.00
		Subtotal	$ 253,144.41
		Engineering	31,855.59
		Total	$ 285,000.00

Length of Roadway	0.196 mi.
Cost of Roadway Per Mile	$ 1,454,081.63
Federal Funds	$ 251,227.00
State Funds	33,773.00
Total	$ 285,000.00

Group 1	100%
Contract No.	9604
Prefix:	110-1411
Prefix:	110-1018

9604

5

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-100
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-17-83

State: Oregon
County: Douglas
Project Number: F-57(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 192,560.00	$ 255,000.00
Federal funds	$ 169,741.00	$ 224,782.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 12, 1983

Federal-Aid Project No. F-57(3)

Drain Slide Section
Drain-Yoncalla Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 6+65 to Sta. 17+00)

Subtotal of previous estimate of July 8, 1983			$ 167,444.50
Previous Estimate			
General Excavation	9,000 Cu. Yd.	7.80	$ 70,200.00
Revised Estimate			
General Excavation	14,328 Cu. Yd.	7.80	$ 111,758.40
Aggregate Base (P.A. #5)	1,802.7 Cu. Yd.	10.19	18,369.51
			$ 130,127.91
		Increase	$ 59,927.91
		Subtotal	$ 227,372.41
		Engineering	27,627.59
		Total	$ 255,000.00

Length of Roadway Per Mile	0.196 mi.
Cost of Roadway Per Mile	$ 1,301.020.40
Federal Funds	$ 224,782.00
State Funds	30,218.00
Total	$ 255,000.00

Group 1 100%
Contract No. 9604
Prefix: 110-1411
Prefix: 110-1018

9504

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 7-81		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-12-83	Project Number F-57(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 134,970.00	$ 192,560.00
Federal funds	$ 118,976.00	$ 169,741.00
Other revisions		

This modification is made for the following reasons: To include increase in Construction Costs and Construction Engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of July , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 8, 1983

FEDERAL AID PROJECT NO. F-57(3)

DRAIN SLIDE SECTION
DRAIN-YONCALLA HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 6 + 65 to Sta. 17 + 00)

Subtotal of Previous Estimate of April 12, 1983				$118,914.50
PREVIOUS ESTIMATE				
Flagman	380	Hour	15.00	$ 5,700.00
General Excavation	4,800	Cu. Yd.	7.80	37,440.00
				$ 43,140.00
REVISED ESTIMATE				
Flagman	458	Hour	15.00	$ 6,870.00
General Excavation	9,000	Cu. Yd.	7.80	70,200.00
Temp. Protection and Direction of Traffic (P.A. #1)		All Required		600.00
Additional Clearing & Grubbing (E.W.O. #1)		All Required		14,000.00
				$ 91,670.00
		Increase		48,530.00
		Subtotal		167,444.50
		Engineering		25,115.50
		TOTAL		$192,560.00

Length of Roadway Per Mile ------------ 0.196 mi.
Cost of Roadway Per Mile -------------- $982,448.97

Federal Funds -------------- $169,741.00
State Funds ---------------- 22,819.00
Total $192,560.00

Group 1: 100%
Contract No. 9604
Prefix: 110-1411
Prefix: 110-1018

9604

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-441	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-4-83	State Oregon County Douglas Project No. F-57(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, 0.3 mi. S. of Drain
"Drain Slide Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	0.196
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 134,970.00	$ 118,976.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
XX By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 4 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. F-57(3)

Drain Slide Section
Drain-Yoncalla Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 6+65 to Sta. 17.00)

Mobilization		All Required	$ 4,000.00
Temporary Protection and Direction of Traffic		All Required	1,900.00
Temporary Signs	211 Sq. Ft.	4.50	949.50
Temporary Barricades	5 Each	75.00	375.00
Temporary Plastic Safety Markers	13 Each	20.00	260.00
Flagmen	380 Hour	15.00	5,700.00
Clearing and Grubbing		All Required	3,000.00
General Excavation	4,800 Cu. Yd.	7.80	37,440.00
Extra for Granular Embankment Material	800 Cu. Yd.	2.00	1,600.00
Trench Excavation	85 Cu. Yd.	10.00	850.00
Finishing Roadbed and Slopes		All Required	1,500.00
Watering	110 M-Gal.	20.00	2,200.00
1"-0 Aggregate Base	1,900 Ton	8.30	15,770.00
Class "B" or Class "C" Asphalt Concrete	700 Ton	34.50	24,150.00
24-inch Culvert Pipe	56 Lin. Ft.	29.50	1,652.00
Extra for Pipe Under Pavement	56 Lin. Ft.	10.00	560.00
Concrete Inlets, Type D	1 Each	700.00	700.00
8-inch Drain Pipe	160 Lin. Ft.	10.50	1,680.00
Guard Rail, Type 2A	800 Lin. Ft.	6.70	5,360.00
Guard Rail Anchors, Type 1	2 Each	275.00	550.00
Rail End Pieces, Type C	2 Each	85.00	170.00
Extra for Asphalt Approaches	2 Each	200.00	400.00
Delineators, Type 2	16 Each	21.00	336.00
Delineators, Type 4	8 Each	14.00	112.00
Roadside Seeding and Mulching	1 Acre	600.00	600.00
			$ 111,814.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,600.00
Temporary Erosion Control	All Required	5,000.00
Slope Protection	All Required	500.00
		$ 7,100.00
	Subtotal	$ 118,914.50
	Engineering	16,055.50
	Total	$ 134,970.00

Length of Roadway ----------------- 0.196 miles
Cost of Roadway Per Mile ---------- $688,622.45

Federal Funds (88.15%)-------------$ 118,976.00
State Funds ----------------------- 15,994.00
Total Funds $ 134,970.00

Group 1 100%
Contract No. 9604
Prefix: 110-1411 (PE)
Prefix: 110-1018

9 [illegible]

S

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

[illegible]
[illegible]

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

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81-125-1387

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Drain Slide

HIGHWAY Drain-Yoncalla

COUNTY Douglas

1. OCCURRENCE: DATE Winter 81-82
2. PROSPECTUS: DATE Blank RECEIVED [illegible] LOC. APPROVED 5-25-82
3. O.T.C. APPROVED: 5-20-82
4. PE PROGRAMMED: DATE State AUTH. —
5. ROW NEED NOTED: 4-29-82
6. REQUESTED BY ROW SECTION: 5-19-82
7. ROW PROGRAMMED: DATE 7-1-82 AUTH. 7-12-82
8. PS&E: REQUESTED 2-22-82 APPROVED: 2-23-83
9. LETTING DATE: 3-17-83
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO X

GC:pf:8-5-83

716024

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STATE OF OREGON
Highway Construction
378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: July 12, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Drain Slide Section
Drain-Yoncalla Highway, Douglas County
Contract No. 9604

This primary grading and paving job is approximately 60% complete and it now appears that the final cost will exceed the project authorization by $169,500.00 or 126 percent.

Excavation slopes on this project were designed at 1/4:1 to minimize the need for additional right-of-way. When the cuts were opened, it was found that the material would not stand that steep due to unforeseen subsurface conditions. It then became necessary to redesign and restake the slopes on a more stable angle. Additional clearing and excavation added more than $104,000 to the cost of the project. Another $9,700 was required in additional miscellaneous items including mobilization, handling of traffic and seeding, all in connection with the revised design.

Addition of a concrete shoulder barrier and the necessary backfill for protection of the traveling public from continued raveling added $16,000 and protective measures to reduce the raveling have added $3,000 to the cost of the project. Extra base rock was required to replace pavement which was found to be of increased depth when it was scarified. This work added another $3,000 to the cost of the project.

Construction engineering and contingencies required to accomplish the revision account for the balance of the overrun.

There are sufficient funds available in the category of work and all the increase, except $2,630, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $169,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
Marty Havig
R. D. Church
D. E. Swan

NOTED
W. E. SCHWARTZ

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Drain Slide Date July 7, 1983

Highway Drain-Yoncalla Contract No. 9604

County Douglas Kind of Work Grading & Paving Contractor Roseburg Paving Inc,

	Authorized	Estimated
Contract Amount	111,814.50	249,824.50
Anticipated Items	7,100.00	2,100.00
Contingency (4½%)	5,351.15	10,683.46
Engineering	10,702.31	42,000.00
Credits	0.00	140.00
PROJECT COST	134,967.96	304,467.96

NET INCREASE $ 169,500.00 OR 126 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Mobilization	(C)	4,560.00	560.00
Temp. Protection and Dir. of Traffic	(C)	2,500.00	600.00
Flagman	(C)	12,750.00	7,050.00
Clearing & Grubbing	(U)	12,000.00	9,000.00
General Excavation	(U)	132,600.00	95,160.00
Extra for Granular Embankment	(C)	2,720.00	1,120.00
1" -0 Aggregate Base	(C)	18,852.00	3,081.00
Guard Rail, Type 2A	(C)	6,298.00	938.00
Extra for Asphalt Approaches	(C)	800.00	400.00
Roadside Seeding & Mulching	(C)	1,200.00	600.00
P.A. #6 Concrete Shoulder Barrier	(U)	16,500.00	16,500.00
P.A. #7 24" Culv. P. down slope & 12" Culv. Pipe	(U)	2,000.00	2,000.00
P.A. #8 Embankment behind Conc. Barrier	(U)	1,000.00	1,000.00

Principal reasons for overruns (Continue on reverse side): The designed ¼:1 cut slopes would not stand and had to be redesigned to a flatter slope which created the additional excavation, clearing & grubbing, flagging, etc. Also, since the cut slope continues to raval, the conc. shoulder barrier is needed. In addition

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by M. S. Harris Resident Engineer

Noted by O. B. Richmond For Construction or Bridge Engineer

Confirmed by J. K. Wilson 7-7-83 Regional Engineer

Noted by Wayne E. Edwards for Deputy or State Highway Engineer

SP*08727-734

when the existing roadway was scarified, it was found to have A.C. at an average depth of 12" and more, requiring some of it to be removed and then replaced with additional 1"-0 aggregate base.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 6, 1983

In Reply Refer to
File No.:
CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

REVISED

SUBJECT: Request for Increase in Project Authorization
Drain Slide Section
Drain-Yoncalla Highway, Douglas County
Contract No. 9604

This primary grading and paving job is approximately 60 percent complete and it now appears that the final cost will exceed the project authorization by $169,500 or 126 percent.

Excavation slopes on this project were designed at 1/4:1 to minimize the need for additional right-of-way. When the cuts were opened, it was found that the material would not stand that steep due to unforeseen subsurface conditions. It then became necessary to redesign and restake the slopes on a more stable angle. Additional clearing and excavation added more than $104,000 to the cost of the project. Another $9,700 was required in additional miscellaneous items including mobilization, handling of traffic and seeding, all in connection with the revised design.

Addition of a concrete shoulder barrier and the necessary backfill for protection of the traveling public from continued raveling added $16,000 and protective measures to reduce the raveling have added $3,000 to the cost of the project. Extra base rock was required to replace pavement which was found to be of increased depth when it was scarified. This work added another $3,000 to the cost of the project.

Construction engineering and contingencies required to accomplish the revision, account for the balance of the overrun.

There are sufficient funds available in the category of work and all the increase except $2,630 is eligible for federal participation.

I recommend that the authorization be increased by $169,500 to a new total of $304,467.96. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

Form 734-3122

7364 1-83 8

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-57(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20117

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/16/83

8. FEDERAL ROUTE NUMBER Primary 57

9. STATE ROUTE NUMBER Secondary 236

10. GENERAL LOCATION:
Drain Slide Correction

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/13/83 you are authorized to proceed with the actual acquisition of file #53545 as shown on R/W map 3B-11-11 at a TEC of $3,500 Federal Funds $3,086.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
6/17

14. DATE 6/16/83

15. SIGNATURE OF APPROVING OFFICIAL John D Wick

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 13, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-57(2)
Drain Slide Correction
Douglas County
(File #53545)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project. Once construction has started it was found the material would not stand on the designed 1/4:1 slope and that additional right-of-way was necessary.

The estimated total cost of the additional file is $3,500 with an obligation of $3,500 in Federal funds. The area to be acquired is as outlined in red on the enclosed sketch map and does not involve relocation assistance.

CL:bks
Enc.
cc: Don Aman
General Files

Form 734-3122

9604

236

ROAD DESIGN SECTION . 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

May 20, 1983

J. H. Versteeg
Road Design Engineer

File 53545
Drain Slide M.P. 1 Section
~~Drain-Yoncalla Highway~~
Douglas County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
/ Trout
Wakerlig

RECEIVED
MAY 20 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Attached is a description (1 file), an authorization, correspondence and right of way prints covering additional right of way required for the subject project, which is under Contract

By: ORIGINAL SIGNED BY W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
   Pacific Highway, Jackson and Josephine Counties
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
   Green Springs Highway, Klamath County
   Paving

   Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

6. Salmon Creek-Salt Creek
   Willamette Highway, Land County
   Paving

   Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County
   Grading, Paving and Signals

   Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
   Columbia River Highway, Multnomah County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

   Same as No. 1.

9. Booth Lane-Imbler
   Wallowa Lake Highway, Union County
   Paving

   Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

   Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9604

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Subject: Oregon Project F-57(3)
Drain Slide Section
Drain-Yoncalla Highway

Date: March 3, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The information submitted with Mr. Adams' February 22 letter supporting the stockpiling of surplus material on the project and at a State owned stockpile site south of Yoncalla has been reviewed.

Considering the shortage of quality rock in this area and because the proposed berm (stockpile) to be located immediately east of the project should actually improve the overall safety of this section of roadway, your request is approved.

G. K. Hossner
fr Dale E. Wilken

cc: Don Adams, Final Design Engineer
D. E. Swan, Acting Program Section Manager

RECEIVED
TECHNICAL SERVICES
MAR 9 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAR 8 '83
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

1604

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F -57(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20117

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Secondary 237

10. GENERAL LOCATION:

Drain Slide Section

11. GENERAL DESCRIPTION OF WORK

Slide Correction (Drain, grade, and pave)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent Pavement Striping S.F. $1,600
Temporary Erosion Control 5,000

13. REMARKS

As requested by Mr. Don Adam's letter of 2-22-83, I concur that it is in the public interest to designate mandatory disposal sites as shown on the plans for stockpile of excess excavated materials.

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $128,783, Federal funds $113,522.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/7

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 10-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1983

RECEIVED
STATE HWY ENGR
FEB 23 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒						

In Reply Refer to File No.:
DES 16

NOTED
H. S. COULTER

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

NOTED
W. E. SCHWARTZ

Attn: Glenn K. Hossner

Drain Slide Section
Drain-Yoncalla Highway
Douglas County

The primary purpose of this Federal-aid project is to correct the slide and provide realignment for 0.20 miles of the existing highway. The proposed alignment will shift slightly to the south into a cut to pull away from the fill slide precipitated by high water in Elk Creek (paralleling the highway to the north). The material in the cut is predominantly rock with varying amounts of overburden. Nearly all of the excavation will be excess and because of the shortage of quality rock in this area, our maintenance people requested that this surplus material be segregated and stockpiled on the excess right of way immediately east of the project (Disposal Area No. 1) and the remainder to be stockpiled in the State owned stockpile site just south of Yoncalla which is 4.9 miles south of the project (Disposal Area No. 2).

We believe that to salvage and stockpile this excess material on State right of way is in the public interest because of the severe shortage of aggregate sources and also eliminates the necessity of locating disposal sites that might not be environmentally acceptable storage areas.

This has been discussed by telephone and tentatively approved by Mr. Bryant. This project is scheduled for the March 17, 1983 bid letting.

J. H. Versteeg
Road Design Engineer

By
DR Adams
Donald R. Adams, P.E.
Final Design Engineer

WEC:rw

cc: ~~H. S. Coulter~~
E. S. Hunter
D. E. Swan
F. E. Terpin
J. J. Gix
S. H. Macnab
Bill Cole

Form 734-3122

9604

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-12-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-57(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20117

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/12/82	**8. FEDERAL ROUTE NUMBER** Primary 57	**9. STATE ROUTE NUMBER** Secondary 236

10. GENERAL LOCATION:

Drain Slide Correction

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/1/82 you are authorized to proceed with the actual acquisition of files 52642 and 52643 as shown on R/W map 3B-11-11 at a TEC of $5,500 Federal Funds $4,849.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

Orig 7-14-82

RECEIVED
STATE HWY ENGR
JUL 14 '82
REFER TO Moe V. [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 7/12/82	**15. SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner	**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7604

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: July 1, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20117
Project No. F-57(2)
Drain Slide Correction
Douglas County

Enclosed is data consisting of PR-1 forms, project maps and right-of-way map 3B-11-11 for the subject project.

I request authorization to proceed with the actual acquisition of files 52642 and 52643 at an estimated total cost of $5,500 with an obligation of $4,849 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 conclusions has been previously forwarded.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

/604

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 1, 1982

TO: Executive Department
Federal-Aid Coordination Unit

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20117	F-57(2)	Drain Slide Correction PNRS #OR 820520-062-2

CL:bkc
Enc.

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

1604

1859

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: Oregon DOT, Highway Division

PROJECT TITLE: Drain Slide Correction DOUGLAS

DATE: June 15, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

5-19-82

BEN GIFFORD

cc: Dale E. Wilken ✓
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. (3) Engr.: A. Shirley
Dis. (6) Engr.: J.C. McCormick

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820520-062-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

RECEIVED
STATE HWY ENGR
JUN 17 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 15 1982

PNRS STATE REVIEW

Project #: OR 820520-062-2 Return Date: JUN 11 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments Attached.

Agency Fish & Wildlife By

Phone Number

The Department of Fish and Wildlife has no objection to the proposed Drain - Yoncalla Highway realignment if the following provisions are observed during construction:

1. Adequate measures are taken to minimize turbidities that could arise in Elk Creek during construction.
2. No pollutants of any type should be allowed to enter the waterway (i.e. petroleum products, fresh concrete, etc.).
3. Disturbed soils should be stabilized and revegetated.
4. All project debris should be removed from the creek.

If any environmental problems develop during construction please contact Dave Anderson, district fish biologist. Mr. Anderson can be contacted at 3140 N.E. Stephens Street, Roseburg, Oregon 97470, telephone #440-3353.

We appreciate the opportunity to review and comment on this proposal.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

MAY 25 1982

RECEIVED
MAY 26 1982
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 820520-062-2

Return Date: JUN 11 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Land

By Liz Hoak

Phone Number [illegible]

(2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

May 19, 1982

TO: Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of
Governments
Room 310, Courthouse
Roseburg, OR 97470

D E Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

H.S. COULTER

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
Section: Drain Slide Correction, M.P. 1.0
Highway: Drain-Yoncalla Highway OR-99
County: Douglas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 21, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter

W.J. Hart
Reg. 3 Engr.: A. Shirley
Dis. 6 Engr.: J.C. McCormick
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
MAY 19 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45 Department of Transportation | 46] **DIVISION** [79 Highway

03 12] **APPLICANT ADDRESS** **STREET** [45 Transportation Building | 46] **CITY** [60 Salem | 76] **ZIP** [80 97310

04 12] **CONTACT PERSON** [45 D.E. Swan | 46] **AREA CODE** [48 503 | 49] **PHONE** [55 378 | 56] **EXTENSION** [59 6565

01 12] **PROJECT TITLE** [71 Drain Slide Correction, M.P. 1.0

11 12] **PROJECT LOCATION—CITY** Drain-Yoncalla Highway OR-99 | **PROJECT LOCATION—COUNTY** Douglas | **PROJECT LOCATION** [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Proposed project is to realign this section of highway to move over from a

06 12] high embankment failure which goes down into Elk Creek. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
137,500	----	18,500	----	----	156,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 | 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71 Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45 U. S. Department of Transportation | 46] **FEDERAL SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: May 19, 1982

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 June | 43] DAY [44 21 | 45] YEAR [46 1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 19, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 4-29-82

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Drain Slide MP 1.0

HIGHWAY NAME: Drain-Yoncalla

HIGHWAY NUMBER: 236

REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY
LENGTH 0.12	MILEPOST NUMBER 0.92 TO 1.04	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is to realign this section of highway to move over from a high embankment failure which goes down into Elk Cr. The location on this project has been completed on a maintenance prefix. The project was originally intended as a General Services contract doing the work as equipment rental. This was proposed due to the apparent possibility of loss of the entire roadbed section.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 1900

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS: 3R

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 10.5'	2 @ 12'
SHOULDERS	2 @ 2'	2 @ 4'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS	On shoulder	Same
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☐	☒
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☐	☐
Illumination	☐	☒	☐	Separated	☐	☐	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☐	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☐	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way 2 parcels 2 acres ±	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

URES (cont.)		NO	MAYBE		YES	NO	MAYBE
ents (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
ironmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

		FLOAT	ACTIVE
RECONNAISSANCE SURVEY		( )	______
DRAFT ENVIRONMENTAL IMPACT STATEMENT		( )	______
CORRIDOR APPROVAL		( )	______
FIELD SURVEY	Complete	( )	______
PRELIMINARY DESIGN		( )	______
DESIGN APPROVAL/FINAL EIS		( )	______
RIGHT-OF-WAY DESCRIPTIONS		( )	______
RIGHT-OF-WAY ACQUISITION		( )	______
P.S. & E. DOCUMENTS		( )	______

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXIS
Aggregate Base	18"	
Class "B" AC	4"	

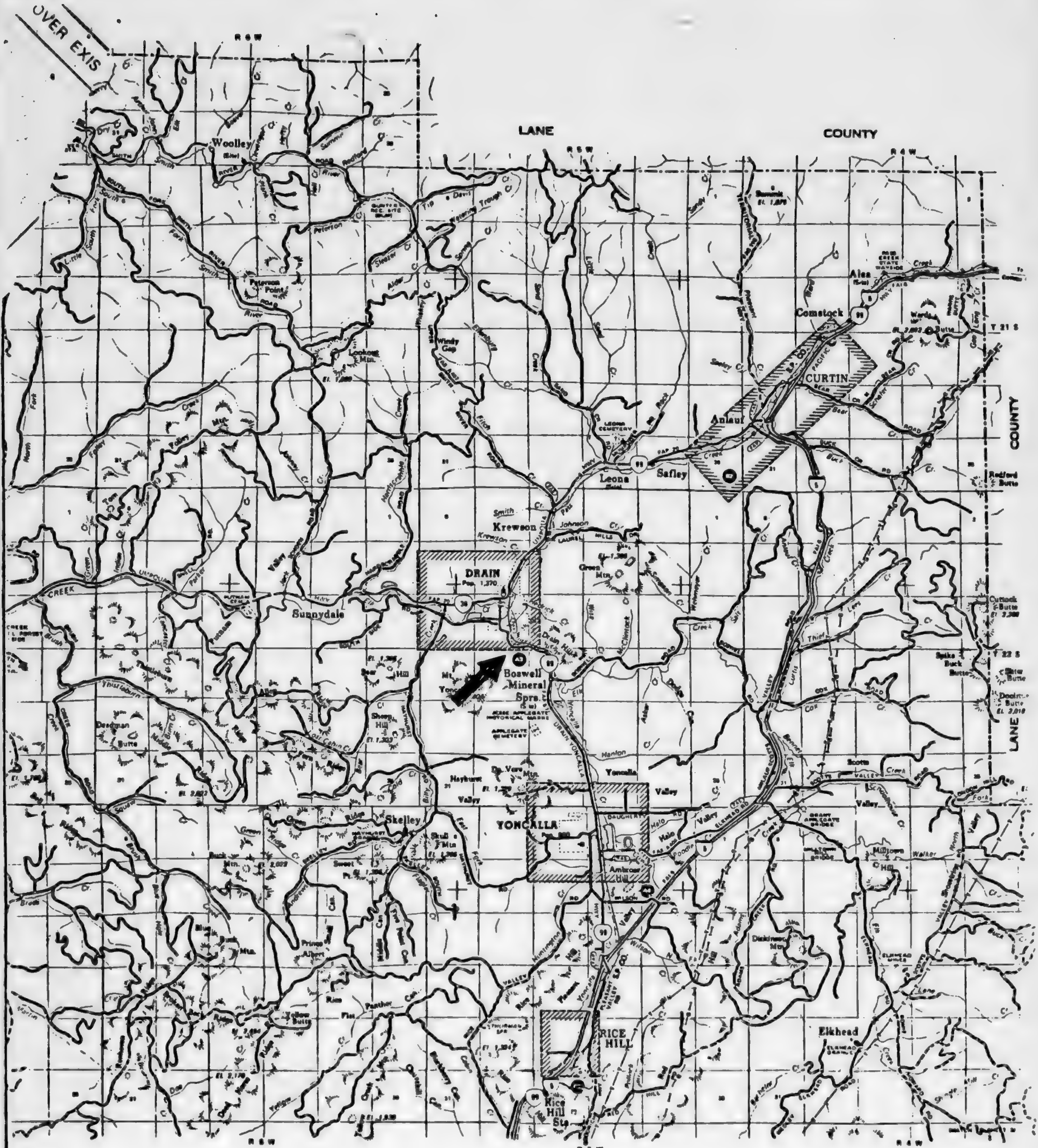
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	8,000
RIGHT OF WAY	8,500	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	100,100	
OTHER		
ENGINEERING & CONTINGENCIES	22,000	
PROJECT TOTAL	155,600	

SUBMITTED BY R Patity



OVER EXIS
R 6 W
LANE
COUNTY
LANE COUNTY
Woolley
Peterson Point
Lookout Mtn.
Windy Gap
Comstock
Alea
CURTIN
Anlauf
Leona
Safley
Krewson
DRAIN
Pop. 1,370
Sunnydale
Boswell Mineral Sprs.
Green Mtn.
Yoncalla
YONCALLA
Shelley
Ambrose Hill
Prince Albert
RICE HILL
Rice Hill Sta.
Elkhead
Redford Butte
Cottock Butte
Spike Buck Butte
Deadman Butte
Sheep Hill
Scotts Valley
Millspaw Hill
Dickinson Mtn.
Yellow Butte
T 21 S
T 22 S
123°20'
123°15'
123°10'

APPROVED JANUARY

7604

DATE: May 6, 1982

ACC

TO: Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Seven Slide Correction Projects in Region 3

On the consent calendar for the May 20 meeting will be a request to add 7 slide correction projects in Region 3 to our construction program:

1. Coquille & Myrtle Point Slide Repairs
   Coos Bay-Roseburg Highway
   Coos County

2. Drain Slide (M.P. 1.0)
   Drain-Yoncalla Highway
   Douglas County

3. Arizona Slide Sealing and Drainage Improvement
   Oregon Coast Highway
   Curry County

4. Myrtle Grove Slide
   Dillard Highway
   Douglas County

5. Bear Creek-Camas Mountain Slide Correction
   Coos Bay-Roseburg Highway
   Douglas County

6. Retz Creek and Frankport Slides
   Oregon Coast Highway
   Curry County

7. Winchester Bay Slide
   Oregon Coast Highway
   Douglas County

Financing of the $1,887,000 estimated construction costs would be by Federal-Aid Primary funds, including $224,000 State match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring
J.H. Versteeg
Frank Terpin
Alfred Shirley
V.E. Skoog
George Bell

9604

STATE OF OREG
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engr.

DATE: April 30, 1982

FROM: ROGER E. PATITZ
Region Design Supervisor

SUBJECT: Initiating Documents
Winter Storm Damage Sections

Herewith project requests, survey authorities and location prospectuses on the listed projects. Gerald Parker, Region Environmentalist, phoned Cam Gilmour on 4-30-82 requesting a decision on project category requests for these types of projects. The decision was that as long as these are state funded projects a category request would not be necessary.

Drain Slide @ MP 1
Drain-Yoncalla Highway
Douglas County

The highway is adjacent to and runs along Elk Creek at this location. The alignment proposed moves away from the creek so we should not impact it.

Arizona Slide Sealing & Drainage Imp.
Oregon Coast Highway
Curry County

This project does not involve any waterway.

Myrtle Grove Slide
Dillard Highway
Douglas County

This section of highway is adjacent to the South Umpqua River. A rock toes installation would involve the river. An alignment shift would not.

Bear Creek-Camas Mtn. Slides
Coos Bay-Roseburg Highway
Douglas County

RECEIVED
STATE HWY ENGR
MAY 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Contains Recycled Materials
81-125-1387

The slide @ MP 48.7 will probably involve the Middle Fork of the Coquille River.

The slide @ MP 60.8 is along Shields Creek. An alignment change would not affect this waterway.

Retz Creek and Frankport Slides
Oregon Coast Highway
Curry County

Retz Creek Slide is an ocean erosion problem as is part of Frankport Slide. The proposed alignment changes would be away from the ocean so they would not involve this waterway.

rep/cw
Encl.

cc W. E Schwartz ✓
F. E. Terpin
Gary Potter
R. L. Schroeder

96C-1

236

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Drain Slide MP 1.0

HIGHWAY NAME: Drain-Yoncalla

HIGHWAY NUMBER: 236

REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY
LENGTH 0.12	MILEPOST NUMBER 0.92 TO 1.04	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is to realign this section of highway to move over from a high embankment failure which goes down into Elk Cr. The location on this project has been completed on a maintenance prefix. The project was originally intended as a General Services contract doing the work as equipment rental. This was proposed due to the apparent possibility of loss of the entire roadbed section.

1 Versteeg
Anderson
2 Adams
3 Olson abe
Sullivan
Terpin
Trout
4 Wekerlig W

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 1900

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 25-30	DESIGN STANDARDS 3R	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Perpin
Location Engineer
Date 5/25/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 10.5'	2 @ 12'
SHOULDERS	2 @ 2'	2 @ 4'
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS	On shoulder	Same
INTERCHANGES		—
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way 2 parcels 2 acres ±	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☒
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	S	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey Completed	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

		FLOAT	ACTIVE
RECONNAISSANCE SURVEY		( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		( )	—
CORRIDOR APPROVAL		( )	—
FIELD SURVEY	Complete	( )	
PRELIMINARY DESIGN		( )	—
DESIGN APPROVAL/FINAL EIS		( )	—
RIGHT-OF-WAY DESCRIPTIONS		( )	Compl.
RIGHT-OF-WAY ACQUISITION		( )	
P.S. & E. DOCUMENTS		( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	18"	
Class "B" AC	4"	

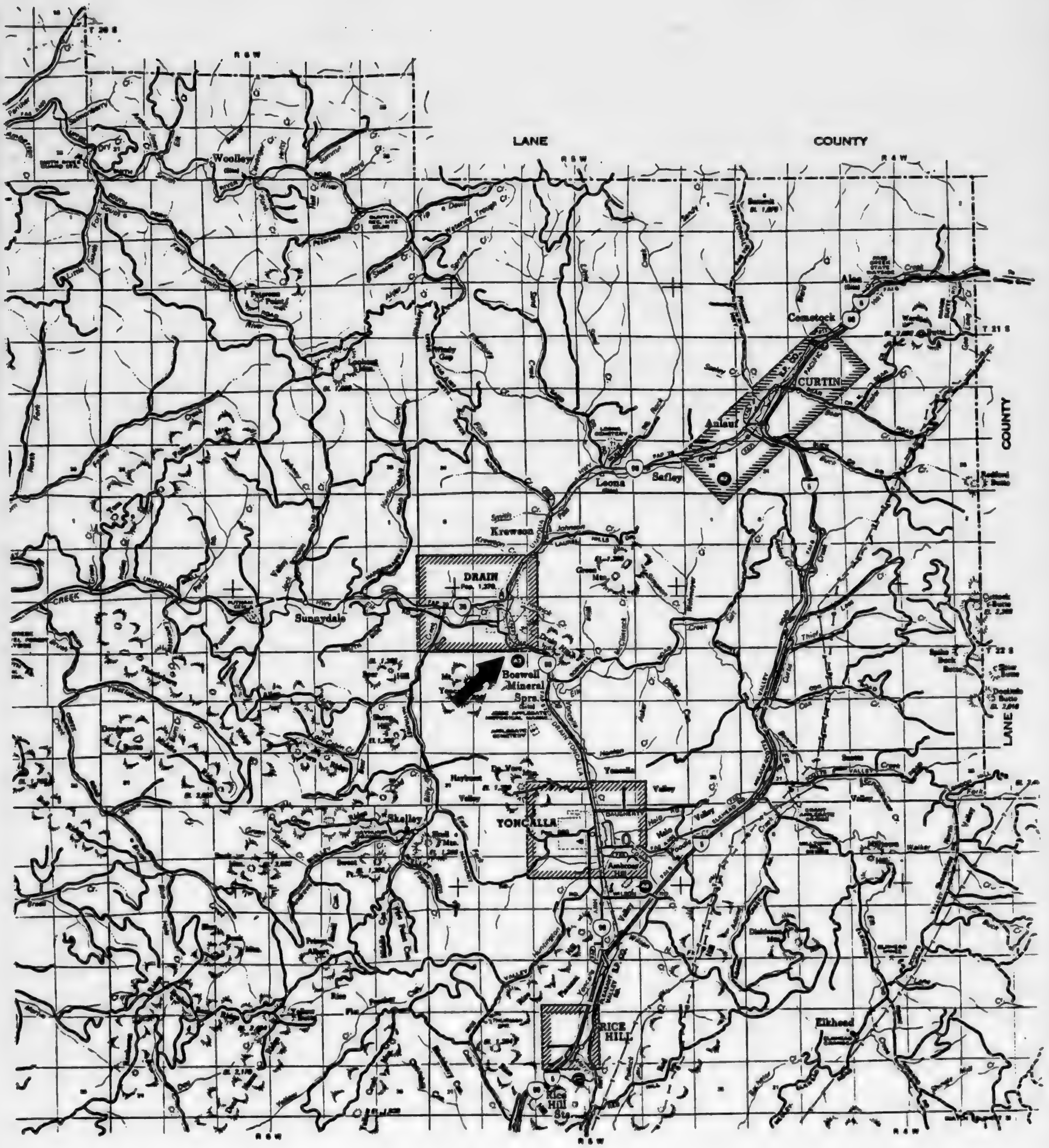
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	8,000
RIGHT OF WAY	8,500	8.500
TRAFFIC CONTROL		35.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	100,100	100 100
OTHER		
ENGINEERING & CONTINGENCIES	22,000	22000
PROJECT TOTAL	155,600	173.600

SUBMITTED BY ______________________


LANE
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Woolley
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Leona
Safley
Krewson
DRAIN
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Sunnydale
Boswell
Mineral
Sprs.
Green Mtn.
Yoncalla
Valley
YONCALLA
Shelley
Haybrook
Valley
Ambrose Hill
RICE
HILL
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123 15
123 10

APPROVED JANUARY 4, 19

11-04

[illegible]

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

April 28, 1982

J. H. Versteeg
Road Design Engineer

Files 52642 & 52643
Drain Slide M.P. 1 Section
Drain-Yoncalla Highway
Douglas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
APR 30 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring [illegible] / /
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, which originally was worked up as a maintenance project.

I now understand this project is to be handled by normal contract methods and it should appear on the PMS run soon.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

1983 Rice Hill-Metz Hill 9605
Interchge. Sec. Pacific Hwy. N.
of Oakland. (Paving)

[illegible]

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1		Project Number IR-5-3(124)143

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 3, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,111,792.00	$ 1,007,258.00
Federal funds	$ 1,025,294.00	$ 928,893.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. IR-5-3(124)143

Rice Hill - Metz Hill Interchange
Pacific Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "LS" 1108+00 thru Eq. "LS" 1108+89.10 Bk. = "LS" 1246+52.25 AH)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "B" Asphalt Conc. Mixture	$ 11.00	29,000	$319,000.00	26,871	$295,581.00	
Asphalt Cement in Mixture	175.00	1,850	323,750.00	1,459	255,.325.00	
			$642,750.00		$550,906.00	
					Decrease	$ 91,844.00
					Subtotal from previous Estimate of April 22, 1983	913,474.00
					Subtotal	$821,630.00
					Engineering	110,628.00
					Total	$932,258.00

Length of Project -------------------- 4.410 miles
Cost of Roadway Per Mile ------------ $211,396.38

RETAIN IN PROGRAM

Slab Stabilization All Required $ 75,000.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	044	92.22	$ 932,258.00	$859,728.00	$72,530.00
Reserve	044	92.22	75,000.00	69,165.00	5,835.00
TOTAL			$1,007,258.00	$928,893.00	$78,365.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09605
Prefix: C610-1994; C610-1019

9605

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-3-83	State Oregon County Douglas Project No. IR-5-3(124)143

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.4 mi. N. of Oakland, N. 4.4 mi.
"Rice Hill-Metz Hill Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	4.41
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 1,111, 792.00	FEDERAL FUNDS $ 1,025,294.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 3 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. IR-5-3(124)143

Rice Hill-Metz Hill Interchange
Pacific Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. "LS" 1108+00 thru EQ "LS" 1108+89.10 Bk.="LS" 1246+52.25 Ah. to Sta. "LN" 1478+50)

Mobilization			All Required	$	89,000.00
Temporary Protection and Direction of Traffic			All Required		3,070.00
Temporary Signs	970	Sq. Ft.	4.00		3,880.00
Temporary Barricades	12	Each	100.00		1,200.00
Temporary Plastic Safety Markers	20	Each	50.00		1,000.00
Flagmen	1,000	Hour	10.00		10,000.00
Sequential Arrow Signs	2	Each	750.00		1,500.00
Trench Excavation	240	Cu. Yd.	6.00		1,440.00
Aggregate Shoulders	7,200	Ton	6.00		43,200.00
Class "B" Asphalt Concrete Mixture	29,000	Ton	11.00		319,000.00
Asphalt Cement in Mixture	1,850	Ton	175.00		323,750.00
Asphalt in Tack Coat	30	Ton	200.00		6,000.00
Early Set Concrete	2,136	Sq. Yd.	35.00		74,760.00
4-inch Drain Pipe	2,110	Lin. Ft.	3.00		6,330.00
8-inch Drain Pipe	20	Lin. Ft.	4.00		80.00
Extra for Pipe Under Pavement	2,020	Lin. Ft.	4.00		8,080.00
Filter Fabric	1,880	Sq. Yd.	.80		1,504.00
Gravel in Drains	210	Cu. Yd.	8.00		1,680.00
				$	895,474.00

Anticipated Items

Permanent Pavement Striping	All Required	$	12,000.00
Temporary Pavement Striping	All Required		6,000.00
		$	18,000.00
	Subtotal	$	913,474.00
	Engineering		123,318.00
	Total	$	1,036,792.00

Length of Roadway ---------- 4.410 miles
Cost of Roadway Per Mile ---$235,100.23

Retained in Program Status

Slab Stabilization	All Required	$ 75,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,036,792.00	$ 956,129.00	$ 80,663.00
Reserve	75,000.00	69,165.00	5,835.00
Total	$ 1,111,792.00	$ 1,025,294.00	$ 86,498.00

Group 1	100%
Contract No.	9605
Prefix:	610-1994
Prefix:	610-1019

October 24, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9605

On August 6, 1985, we wrote to you concerning release of final payment on Contract No. 9605 awarded to Wildish Corvallis Construction Co. for paving on Rice Hill-Metz Hill Interchange Section of the Pacific Highway in Douglas County.

The total contract amount is $905,571.58 including $61,102.21 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
10-24-85

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rice Hill-Metz Hill Intchge

WEEK ENDING: Dec. 22, 1984

SECTION PREFIX: 610-1019

HIGHWAY: Pacific

COUNTY: DOUGLAS

NAME OF JOB: Rice Hill-Metz Hill Intchge

KIND OF WORK: Paving

CONTRACTOR: Wildish Corvallis Constn Co.

CONTRACT NUMBER: 9605

FEDERAL AID PROJECT NUMBER: I-IR-5-3(124)143

DATE OF CONTRACT: March 24, 1983

DATE WORK STARTED: May 30, 1983

ESTIMATED COMPLETION DATE: 8-25-83

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 138

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 115

PROJECT AUTHORIZATION: $ 1,121,917.99

EXCLUSIVE OF ENGINEERING: $ 1,032,955.33

ENGINEERING AUTHORIZATION: $ 88,962.66

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 959,801.00

ENGINEERING COST TO DATE: $ 83,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7 %

PERCENT OF AUTHORIZATION: 94 %

DATE PROJECT WAS COMPLETED: 8-25-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100			100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					29,000 tons
TOTAL QUANTITIES CORRECTED TO DATE					26,857
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					26,857
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					NA
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

0 COMPRESSOR, 0 PICKUPS, 0 PILE DRIVER, 0 AUGER

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16		0		
MONDAY 17		0		
TUESDAY 18		0		
WEDNESDAY 19		0		
THURSDAY 20		0		
FRIDAY 21		0		
SATURDAY 22		0		

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CA DEC 26 1984 FS CP
PQC
CAM CONSTRUCTION OCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

16 SUNDAY	No Activity
17 MONDAY	No Activity
18 TUESDAY	No Activity
19 WEDNESDAY	No Activity
20 THURSDAY	No Activity
21 FRIDAY	No Activity
22 SATURDAY	No Activity

REMARKS

Received supplemental corrected payrolls from contractor. They appear to be correct. Third notification is being submitted. This will be last weekly engineer's report submitted for this project.

SIGNED Ronald V. Busey LOCATION Roseburg

Ron Busey

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

96.05.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(124)143

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10006

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Rice Hill - Metz Hill Interchange Section

11. GENERAL DESCRIPTION OF WORK
Adjust concrete drainage inlets

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- XX ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/27/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,100; Federal Funds $1,937.

Orig. to
11/27

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

August 1, 1984

CON

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, Oregon 97401

Time Extension Request
Rice Hill-Metz Hill Interchange
Contract No. 9605
FAP No. IR-5-3(124)143

Your request for additional contract time in which to complete the above project has been carefully considered. You requested additional contract time due to extra and additional work performed under EWO No. 1, Price Agreement No. 1 and a quantity overrun of bid items 13 and 14.

The work done under EWO No. 1 did not delay project completion and this portion of your request is denied.

A contract time adjustment of an additional 4.5 calendar days is granted for the remaining requested reasons. The adjusted contract time of completion for this contract is 124.5 calendar days. There remain 11.5 calendar days of liquidated damages under this contract. Should you wish to review this matter, or to submit additional data, please contact Project Manager Ron Busey.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: July 19, 1984

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Request for Time Extension
Rice Hill - Metz Hill Interchange
Contract No. 9605

After reviewing Ron Busey's memo, I concur with his recommendation that a total of 4.5 days be granted to the contractor for subject project.

I questioned Ron about item one, and he assured me that the pressure grouting was done while the concrete slabs were repaired and this work did not delay the project. I feel no time should be granted for this item.

O.K. If no delay to completion

7-25-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 4.5 C.D.

O. B. Jackson

wq/cl
attach.
cc: Ron Busey

CE...... CAE ...... RECEIVED LS ...... TC ......
COE...... CM ...... SA...... CC......
CA .... JUL 20 1984 FE ....
CAM .... MA ....
CP .... CONSTRUCTION QCS ....
LEO .... SECTION FILE ....

96

Hal Versteeg
Road Design Engineer

September 1, 1983

Gary A. Potter, Manager
Program Section

Westland Road Interchange

Copy
CON 21-2
I 82
S.P

As you know, the FHWA will consider approving the use of Interstate 4R funds for construction of the Westland Road Interchange on I-82 near Hermiston. In part, FHWA approval is contingent upon whether or not the Interstate needs identified in the 1983 Preservation Study Report are being addressed. The Preservation Study identified the following Interstate roadway needs:

PRESERVATION STUDY

MILEAGE	ROADWAY CONDITION	REMARKS
2 Miles	very poor	Previously contracted (Rice Hill-Metz Hill)
42 Miles	poor	34 ± miles in 1984-89 Program or previously contracted 8 ± miles not addressed: I-84: MP 329.6-335.76 (6.16 mi) I-84: MP 296.8-297.2 (0.4 mi) I-5 : MP 187.7-188.9 (1.2 mi)
286 Miles	Fair	139 ± miles in 1984-89 Program or previously contracted 147 ± miles not addressed

As the above table shows, our 1984-89 Highway Improvement Program provides for most of our critical Interstate needs. However, we should address the sections of Interstate roadway in poor condition and not included the 1984-89 Program. I request you provide information regarding the time frame and estimates to correct the 8 ± miles of surfacing in poor condition, or, is it not yet necessary to resurface or reconstruct? If the latter is the case, would you provide a long-range plan we could use in our discussions with the FHWA.

KEH:jh

cc Robert N. Bothman
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
SEP 6 '83
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

HIGHWAY DIVISION - ODOT

LOC 19

FILES

March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
   Pacific Highway, Jackson and Josephine Counties
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
   Green Springs Highway, Klamath County
   Paving

   Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

6. Salmon Creek-Salt Creek
   Willamette Highway, Land County
   Paving

   Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County
   Grading, Paving and Signals

   Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
   Columbia River Highway, Multnomah County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

   Same as No. 1.

9. Booth Lane-Imbler
   Wallowa Lake Highway, Union County
   Paving

   Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

   Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

7605

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(124)143

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10006

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Rice Hill - Metz Hill Interchange Section

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$12,000
Temporary Pavement Striping S.F.	6,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated costof $1,298,745, Federal funds $1,197,702.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/7

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9605

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-3(-)
Rice Hill-Metz Hill Interchange
Pacific Highway, Douglas County

Date: May 3, 1982

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The proposed surfacing design submitted with Mr. Terpin's April 28, 1982, letter for the rehabilitation project on the subject section of Interstate 5 has been reviewed and found to be acceptable.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 6 '82
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

RECEIVEC
TECHNICAL SERVIC
MAY 6 '82
REFER
Hersley
F

Info	Inves	R/D		Sign
X				

cy-
5-10-82

1605

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO
MAI 12-1

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
W. E. Schwartz

DATE: January 20, 1982

NOTED
H. S. COULTER

SUBJECT: PCC Pavement Jacking

copy MAI 12-1

We recently surveyed the Regions for proposed work of this type and proposed FAI-4R possible funding. Attached for your information is a copy of the response; in summary only such PCC jacking work as would be a prerequisite to an overlay would be considered as possibly eligible.

There was no work requested/needed in Region 4.

A review of the 1982-1987 Six-Year Highway Improvement Program brings to light only two projects that might include FAI-4R eligible jacking work. They are:

#341 Rice Hill-Metz Hill Interchange (FY1984) I-5
#350 Evans Cr.-Rock Point (FY1985) I-5

So, we are deferring further action toward contract maintenance project(s) until June 1, 1982. At that time, our financial picture may be clearer on several counts, not the least of which is the staged 3 cent gas tax measure.

This deferral does not preclude going ahead with high priority "must-do" work. However, Regions will have to assess their finances and fund such work out of existing budgeted monies.

John W. Sheldrake
John W. Sheldrake, P.E.
Maintenance Operations Engineer

JWS:sv

Attachment

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
[illegible] 21 '82
REFER TO
FOR

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9605

LETTER OF APPROVAL . .D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5-3(120)143

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
10006

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	10-6-80	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Rice Hill - Metz Hill Interchange Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION REC $21,600 - FF $19,040
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 9-16-80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-6-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973-631-555

9605

1-5

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Rice Hill-Metz Hill Interchange

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY
LENGTH 4.6	MILEPOST NUMBER 142.5 TO 147.1	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER RRR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Overlay PCC pavement on Northbound and Southbound lanes with AC and membrane. System to prevent reflective cracking

1 Vorsteeg ✓
Anderson
2 Christensen DOC
3 Olson
Sullivan
Terpin
[illegible]
4 [illegible]

RECEIVED
SEP 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
[illegible]
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 13,100 - 1978

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☒	☐	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 70	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 9/3/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 12'	Same
SHOULDERS	2 - 10'	"
MEDIANS	2 - 4'	"
PARKING LANES	None	"
SIDEWALKS	None	"
BIKEWAYS	None	"
INTERCHANGES	1 - Rice Valley	Same
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River	☐	☒	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	N/A ☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	4
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	______	F 20 '83
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
AC overlay, with membrane system to prevent reflective cracking		4" Overlay

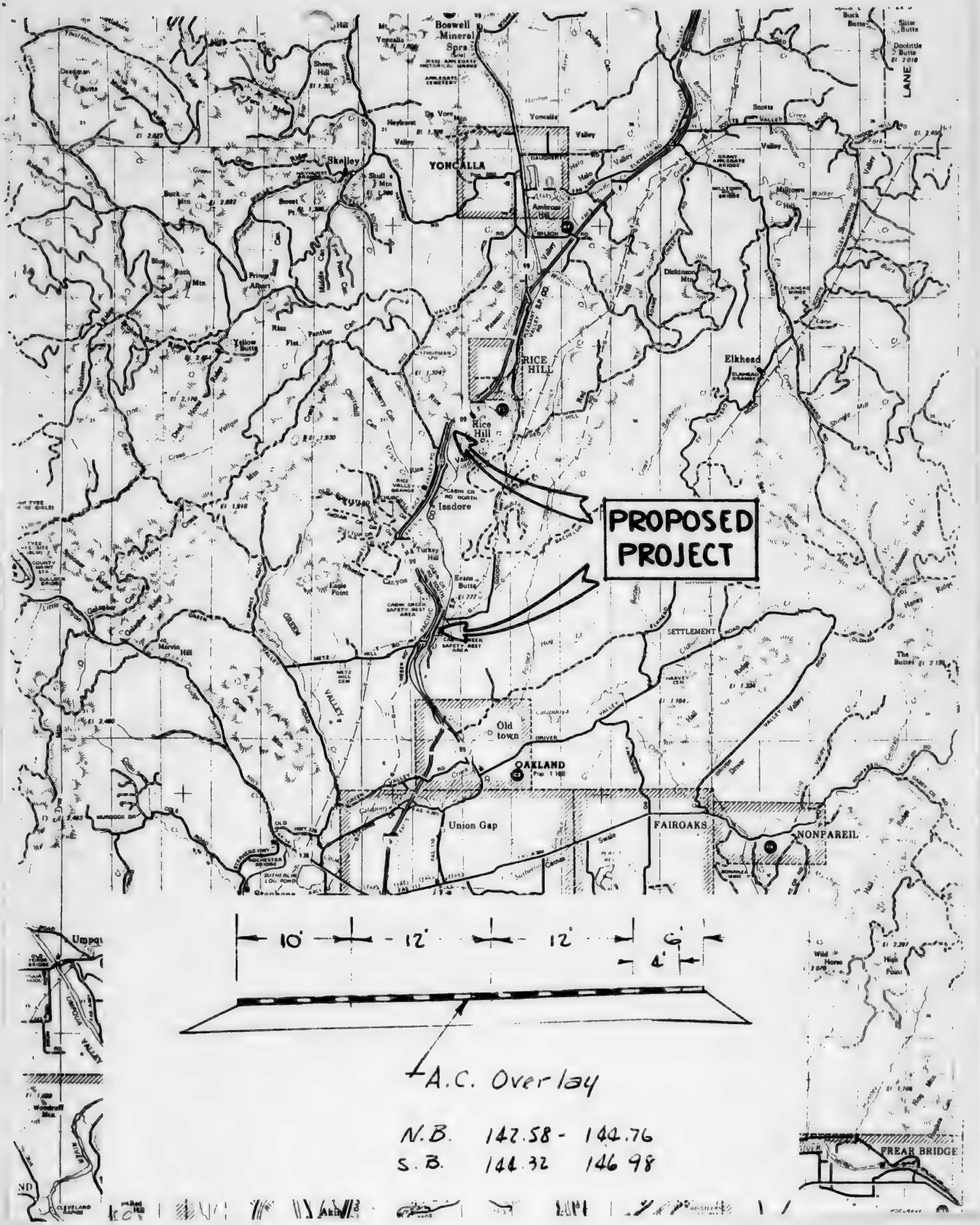
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		21.600
RIGHT OF WAY		
TRAFFIC CONTROL		85.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P = 2,000,000		

SUBMITTED BY ____________________


PROPOSED PROJECT
Boswell Mineral Sprs
YONCALLA
Skelley
Ambrose Hill
RICE HILL
Rice Hill
Elkhead
Isadore
Turkey Hill
Evans Butte
Cabin Creek Safety Rest Area
SETTLEMENT
Old town
OAKLAND
Union Gap
FAIROAKS
NONPAREIL
FREAR BRIDGE
LANE
10'
12'
12'
6'
4'
A.C. Overlay

N.B. 142.58 - 144.76

S.B. 144.32 146.98

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9605

OMI

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

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Portland, OR 97224
503/620-3333

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